

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1358232-0

Total Deleted Page(s) = 19
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XXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Memorandum

b3
b7E

To : DIRECTOR, FBI

Date 2-3-88

From : SAC, CHICAGO

CRASH OF SWISSAIR FLIGHT, SR 330,

ZURICH TO TEL AVIV, 2/21/70

Subject: WUERENLINGEN, SWITZERLAND FPC

(Title)

☐ RUC☒ File Destruction ProgramEnclosed are 8 items.

These items are forwarded your office since:

☐ All logical investigation completed in this Division☒ You were OO at the time our case was RUC'd.

Enclosures are described as follows:

THERE ARE 7 ORIGINAL FD-302's AND 1 FD-340a.

b3
b7E

NOT RECORDED

FEB 9 1988

CHIEF
RECORDS

8- ENCLOSURE

ENCLOSURE ATTACHED

Enc.

NOTE: DO NOT BLOCK STAMP ORIGINAL ENCLOSURES.

22 MAR 23 1988

Mr. Tolson	_____
Mr. DeLoach	_____
Mr. Walters	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Casper	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. Felt	_____
Mr. Gale	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

VIA TELETYPE
FEB 24 1970
ENCIPHERED

b6
b7C

STATE 182

PARAPHRASE IF DISSEMINATED

URGENT 2-24-70

TO DIRECTOR

FROM LEGAT BERN NO. 17

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO TEL AVIV,
FEBRUARY TWO ONE LAST, WUERENLINGEN, SWITZERLAND, FPC.

SABOTAGE BY PALESTINIAN TERRORIST ORGANIZATION STRONGLY
SUSPECTED AS HAVING CAUSED DISASTER, IN WHICH SEVEN AMERICANS
AMONG THIRTY EIGHT PERSONS WHO LOST LIVES. SWISS
AUTHORITIES STATED SERVICES FBI DISASTER SQUAD NOT NECESSARY,
SINCE REMAINS IN CONDITION MAKING IDENTIFICATION IMPOSSIBLE.

WILL MAINTAIN CONTACT WITH [REDACTED] FOR ANY ASPECTS OF
INTEREST TO BUREAU.

RECEIVED 11:44AM JTJ

MCT-52
REC-64

[REDACTED]

10 FEB 27 1970

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ONE [Signature]

57 MAR 9 1970

Swissair Section

(Title) _____

(File No.) _____

1) Copies of Airbills and other documents
to be returned in Chicago (IA) file.

Disposition:



SEARCHED _____		INDEXED _____	
SERIALIZED _____		FILED _____	
MAR 18 1970			
FBI - CHICAGO			

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101

FEDERAL BUREAU OF INVESTIGATION

1Date 3/17/70

[redacted]
[redacted] Delivery Driver, Circle Airfreight Corporation, 9865 Leland Avenue, Schiller Park, Illinois, advised he thinks he recalls handling a five carton shipment from Fisher Controls Company to some place in Israel on February 16, 1970, and the reason he recalls the cartons is that each carton seemed to be heavier on one end than on the other. [redacted] stated all five cartons that he recalls were intact and had not been tampered with when he delivered them to United Air Lines.

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On 3/5/70 at Schiller Park, Illinois File # [redacted]
by OK SA DAVID J. KWAIT
SA [redacted] JWG:pmd Date dictated 3/12/70

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FEDERAL BUREAU OF INVESTIGATION

Date 3/16/701

[redacted] Vice President, Circle Airfreight Corporation, 9865 Leland Avenue, Schiller Park, Illinois, advised [redacted] his driver, picked up ten pieces of freight from United Air Lines (UAL) on airbill number 0162641026 on the morning of February 14, 1970, and brought it to the Circle Airfreight Dock. Five cartons of the freight, weighing seventy-five pounds, had been shipped from Fisher Controls Company, Marshalltown, Iowa, to Beer Sheva, Israel, but no shipping documents were attached to the freight. He stated an "on hand" order was prepared by Circle Airfreight and the freight was stored until February 16, 1970, when the shipping documents arrived by mail from Fisher Controls Company. According to these documents, each carton contained one number 546 Electro-pneumatic Transducer, serial numbers 4778444 through 4778448. The shipment had been carried from Fisher Controls Company in Marshalltown, Iowa, to Des Moines, Iowa by Tallyho Transport of Marshalltown and was delivered to UAL, Des Moines, for shipment to Chicago.

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[redacted] further stated only three Circle Airfreight employees handled this freight in Chicago, namely the pick-up driver, [redacted] the storage handler, [redacted] and the delivery driver, [redacted]

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[redacted] made available xerox copies of the following documents:

1. Circle Airfreight Corporation, Air Waybill number 6063396, February 16, 1970.
2. Fisher Controls Company letter to Circle Airfreight February 13, 1970.
3. Invoice, Fisher Controls Company Number F 12623.
4. Fisher Governor Company, packing list, February 13, 1970.

On 3/5/70 at Schiller Park, Illinois File # [redacted]

b3
b7E

by SA DAVID J. KWAIT

by SA [redacted] JWG:pmd

3/12/70Date dictated b6
b7C



5. Tallyho Transport Inc. consignee memo, February 13, 1970.
6. Circle Airfreight "On Hand" order, number 1788/8, February 14, 1970.
7. Circle Airfreight Corporation manifest and transfer order number AA-001-ORD-0000-203, dated February 16, 1970.
8. Circle Airfreight Corporation shippers receipt, dated February 16, 1970.

FEDERAL BUREAU OF INVESTIGATION

1Date 3/16/70

[redacted] American Air Lines (AAL), Freight Handler, O'Hare International Airport, Chicago, Illinois, advised he has no recollection of the receipt of 21 pieces of freight from Circle Airfreight, 9865 Leland Avenue, Schiller Park, Illinois, nor does he recall a five carton shipment to Israel among the 21 pieces.

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On 3/5/70 at Chicago, Illinois File # [redacted]
by SA DAVID J. KWAIT
SA [redacted] JWG: pmd Date dictated 3/12/70

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b7Eb6
b7C

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

FEDERAL BUREAU OF INVESTIGATION

1Date 3/16/70

[redacted] American Airlines (AAL), Freight Supervisor, O'Hare International Airport, Chicago, advised that according to AAL freight manifest and shipper's receipt number AA001oRD0000203, 21 pieces of freight were delivered to the AAL freight dock by Circle Airfreight driver [redacted] at 12:05 a.m., on February 17, 1970, and the freight was accepted by AAL freight handler [redacted]. Upon receipt, the 21 pieces were routed into the system which employs 23 people, any of whom could have handled this freight. According to the manifest, the five cartons, weighing 75 pounds, were a part of the 21 pieces of freight delivered by Circle Airfreight driver [redacted]. [redacted] stated this freight left Chicago on AAL Flight 830 in Igloo number 4920 at 5:20 a.m., on February 17, 1970, bound for John F. Kennedy Airport, New York, New York.

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On 3/5/70 at Chicago, Illinois File # [redacted]
by SA DAVID J. KWAIT JWG:pmd Date dictated 3/12/70

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FEDERAL BUREAU OF INVESTIGATION

Date 3/16/701

On March 5, 1970, [redacted] United Air Lines (UAL), Cargo Services Assistant, O'Hare International Airport, advised his air line handled ten pieces of hardware on UAL airbill number 0162641026, which had arrived at the UAL Freight Dock, O'Hare International Airport, Chicago, from Tallyho Transport, Marshalltown, Iowa, addressed to Circle Airfreight, O'Hare Airport, at 2:07 a.m., on February 14, 1970. He stated this freight probably arrived in Chicago on UAL Flight 336, at 12:22 a.m., on February 14, 1970. He was unable to identify the individuals who unloaded Flight 336 and the freight when handled inside the UAL dock was handled by a total of 160 employees. [redacted] stated this freight was picked up at 9:00 a.m. on February 14, 1970, by Circle Airfreight driver [redacted]

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[redacted] made available xerox copies of the UAL Airbill.

On 3/5/70 at Chicago, Illinois File # [redacted]

b3
b7Eby SA DAVID J. KWAITSA [redacted]

JWG:pmd

Date dictated 3/12/70b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date 3/16/701

[redacted]
Storage Handler, Circle Airfreight Corporation, 9865 Leland Avenue, Schiller Park, Illinois, advised he works alone at the Circle Airfreight Dock on every Saturday, including February 14, 1970. He advised he does not recall a five carton shipment from Fisher Controls Company to Israel, but stated all freight brought in by [redacted] would have been handled by him and placed in the appropriate storage area until it was reshipped to its destination.

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On 3/5/70 at Schiller Park, Illinois File # [redacted]
by SA DAVID J. KWAIT JWG:pmd Date dictated 3/12/70
SA [redacted]

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b7C

FEDERAL BUREAU OF INVESTIGATION

1Date 3/16/70

[REDACTED]

pick-up driver, Circle Airfreight Corporation, 9865 Leland Avenue, Schiller Park, Illinois, advised he does not recall picking up the five cartons of freight from United Air Lines because of the vast amount of freight he picks up from all of the airlines on a daily basis.

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On 3/5/70 at Schiller Park, Illinois File # [REDACTED]
by SA DAVID J. KWAIT
SA [REDACTED] JWG:pmd Date dictated 3/12/70

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File No. _____

Date Received _____

From _____

By _____

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

~~1~~ Copies of Airbills
and other documents
to be returned
in Chicago ^{1-A} file
(copy of each sent
to Bureau by airtel
3/6/70)

NOT NEGOTIABLE

CIRCLE AIRFREIGHT CORP.

C.A.B. REGISTERED INTERNATIONAL
AIR FREIGHT FORWARDERCABLE ADDRESS:
CIRCLEAIR
ALL OFFICESAIR WAYBILL
(AIR CONSIGNMENT NOTE)
ISSUED BY CIRCLE AIRFREIGHT CORP.
HEAD OFFICE, SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CA. 94128, U.S.A.

1 AIR WAYBILL NUMBER

6063396

2	CONSIGNEE'S ACCT NO.	3	ORIGIN BR CODE (IN 3 LTR. CODE)	4	DEST. AIRPORT CODE (IN 3 LTR. CODE)	5	SHIPPER REFERENCE NUMBER
	ORD		TLV		69-7243		

CONSIGNEE TO
Institute for Higher Education, Beer Sheva, Israel, 6063396 Leland Ave.
Schiller Park, IllinoisALSO
NOTIFY

NO. OF PACKAGES	METHOD OF PACKING	NATURE AND QUANTITY OF GOODS	MARKS AND NUMBERS	DIMENSIONS OR VOLUME	6 GROSS WEIGHT (In Lbs.)
11-5	cartons	Machinery	Institute for Higher Education Beer Sheva, Israel 69-7243 Box 11-5 Made in U.S.A.		each 157

COUNTRY OF ORIGIN
U.S.A. These commodities licensed by the United States for ultimate destination Israel
Diversion contrary to United States law prohibited.

SHIPPER'S DECLARED VALUE (Specify Currency)		METHOD OF ROUTING AND CHARGES — Agreed stopping places are those places (other than the places of departure and destination) shown under Air Carriage, and/or those places shown in carriers' timetables as scheduled stopping places for the route. SEE CONDITIONS ON REVERSE HEREOF.				BEYOND CHARGES (For GAO CAC Only) IBM CODE B		
For Customs	For Carriage					\$		
002.	882.							
AIR CARRIAGE		CHARGEABLE WEIGHT (In Lbs.)	7 RATE CLASSI- FICATION	RATES	PREPAID \$ U.S.	IBM CODE	THIS COLUMN FOR CAC - GAO USE ONLY	COLLECT \$ U.S.
Departure (Airport of)	First Carrier							
21. To	Carrier	25	CEU	1.60	126.75	21	↑	
22. To	Carrier					22	↓	
23. To	Carrier					23	↓	
24. Valuation Charge From		To				24	↓	
25. Valuation Charge From		To				25	↓	
26. INSURANCE: AMOUNT REQUESTED (Specify Currency)						26	I	
27. EXPORT DECLARATION						27	↑	
28. DOCUMENTATION AND/OR FORWARDING FEE						28	↑	
29. SERVICE						29	M	
30. SERVICE						30	↓	
31. ARRANGING BANKING/LETTER CREDIT						31	↓	
32. COMMUNICATION, TWX, TELE, POSTAGE						32	↓	
33. PICK UP						33	P	
34. INLAND FREIGHT						34	A	
35. CONSULAR FEE ADVANCE						35	M	
36. C.O.D. FEE						36	M	
37. SHIPPER'S C.O.D.						37	C	

SHIPPER'S C.O.D. DOLLAR AMOUNT IN WORDS

8

P

TOTALS
(IN U.S. DOLLARS)

9

C

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON THE REVERSE HEREOF.	
SHIPPER'S NAME & ADDRESS	10 SHIPPER'S ACCOUNT NUMBER
Picture Electronics Company Marshalltown, Iowa	

Carrier certifies above described goods were for carriage SUBJECT TO THE CONDITIONS ON THE REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.	
11 DATE EXECUTED (IN 6 NOS. - MO/DATE/YR.)	12 DOMESTIC AGENT'S ACCOUNT NO. (IN 3 NUMBER CODE)
02/11/70	60666
Name and Address of Issuing Carrier or Agent	
CIRCLE AIRFREIGHT INC. P.O. BOX 1007 CHICAGO, ILL. 60666	
Signature of Issuing Carrier or Its Agent	
AIR WAYBILL NUMBER 6063396	

(C.A.C. ORIGIN AIRPORT)
NUMERICAL FILE

CIRCLE AIRFREIGHT CORP.

DC-203

ORD

2/16/70

JFK

STATION _____ DATE _____ TRANSFERRED TO _____ (NAME OF RECEIVING CARRIER)

	ORIGIN STATION	AIRBILL OR AIRWAY BILL NO.	DEST. AIRPORT	SHIPPER/CONSIGNEE	NO. OF PIECES	WEIGHT (LBS.)	P.P. COL.	CASH OR C.O.D.	REMARKS
1.	ORD	6063396	TLV		5	75	P		71004 4702 NOT XXXXXX
2.	ORD	6180016	FRA		3	20	C	24.27	4702 71005
3.	ORD	6056864	JNB		1	14	C	46.19	4702 FSTR3055
4.	ORD	6180031	MUC		1	34	C	49.49	7103 FSTR3055
5.	ORD	6056956	MIL		3	78	C	99.97	GEN. FSTR3055
6.	ORD	6056890	ZRH		1	18	C/	22.51	4702 71003
7.	ORD	6056772	MIL		2	210	P		6002 FSTR3055
8.	ORD	6056805	BRU		1	16	C	19.92	7103 FSTR3055
9.	ORD	6056820	OSL		3	190	P		4702 71007
	ORD	6056875	FRA		1	27	C	31.30	4204 FSTR3055
10.					21	682#			DC COST \$69.22

TRANSFERRED BY CIRCLE AIRFREIGHT CORP.
(TRANSFERRING CARRIER)

ABOVE SHIPMENT(S) RECEIVED IN FULL AND
APPARENT GOOD ORDER AND CONDITION —
EXCEPT AS NOTED IN "REMARKS" COLUMN.

BY _____ (SIGNATURE)

ORIGINAL - ORIGIN STATION COPY	} RECEIVING CARRIER
DUPLICATE - G.A.O. COPY	
TRIPPLICATE	
QUADRUPLICATE	

RECEIVED BY _____ (NAME OF RECEIVING CARRIER)

BY _____ (SIGNATURE)

TIME _____ DATE _____

DOMESTIC AIRBILL NON-NEGOTIABLE

ROUTING
AA

CITY
TERMINAL

AIRPORT
TERMINAL

EX-100

COLLEGE

LETTERS SIGNIFY AIRPORT OF ORIGIN.

IMPORTANT: Carrier will complete all items below bold line EXCEPT SHIPPER'S C.O.D. Weights and classifications are subject to correction.

FROM SHIPPER

CIRCLE AIRFREIGHT CORP.

PLEASE
USE
ZIP
CODES

TO: ☒ CONSIGNEE
CIRCLE AIRFREIGHT CORP.

STREET ADDRESS

STREET ADDRESS
P.O. BOX 8428

CITY

STATE

ZIP CODE _____

CITY SAN FRANCISCO, CALIF. 94128

CITY

STATE

ZIP CODE _____

CITY JAMAICA, NEW YORK STATE 11434

DESTINATION AIRPORT CODE

JFK

1 CONSIGNEE'S NUMBER

It is mutually agreed that the goods herein described are accepted in apparent good order (except as noted) for transportation as specified herein, subject to governing classifications and tariffs in effect as of the date hereof which are filed in accordance with law. Said classifications and tariffs, copies of which are available for inspection by the parties hereto,

are hereby incorporated into and made part of this contract.

Carriage hereunder is subject to the rules relating to liability established by the Convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw, October 12, 1929, unless such carriage is

not "international carriage" as defined by the convention (See Carrier's tariffs for such definition).
Agreed stopping places are those places (other than the place of destination) shown under Routing or Airline Routing and/or those places shown in carriers' time table as scheduled stopping places for the route.

NO. PCS-PKGS	DESCRIPTION OF PIECES AND CONTENTS MARKS - PACKING - NUMBER	WEIGHT	COMMITTY GRP. NO.	ROUTING		RATE	WEIGHT-RATE	COLLECT CHARGES
				TO	VIA			
21	PCS. MACHINE PARTS & ELECT. PARTS & PRINTED MATTER	682		JFK	AA	10.15	\$ 69.22	\$
							PICKUP	
							DELIVERY	
	AA 930						EXCESS VALUE TRANSPORTATION CHARGE	
	INSTRUCTIONS TO CARRIER						ADVANCES	
	ON ARRIVAL CALL 723-4700						INSURANCE	
DECLARED VALUE AGREED AND UNDERSTOOD TO BE NOT MORE THAN THE VALUE STATED IN THE GOVERNING TARIFFS FOR EACH POUND ON WHICH CHARGES ARE ASSESSED UNLESS A HIGHER VALUE IS DE- CLARED AND APPLICABLE CHARGES PAID THEREON.		DECLARED VALUE \$ M/F	☐ CASH ☒ CHARGE		SHIPPER'S C.O.D.			
			COLLECTED BY					
PCS/PKGS	LENGTH	WIDTH	DEPTH	DIMENSIONAL WGT.		C. O. D. FEE		
	X			DATE 2/16/70		OTHER		
ORD_0000 203				TIME		TOTAL CHARGES \$ 69.22		
				A.M. P.M.				

001-ORD_0000 - 203

LETTERS SIGNIFY AIRPORT OF ORIGIN

AA FORM ACI-2A
PRINTED IN U.S.A.

1. SHIPPER'S RECEIPT (NOT AN INVOICE)

①

AUTOMATIC CONTROL EQUIPMENT



Circle Airfreight
P.O. Box 66167
O'Hare Field
Chicago, Illinois 60666

FEB 16 REC'D

Gentlemen:

<u>X</u>	Commercial Invoice	<u>#6063396</u>	Bill of Lading
	Supply Invoice	<u>X</u>	Export Declaration
	Bank Summary Invoices		Inspection Certificate
	Pro Forma Invoices		AID Forms
<u>X</u>	Packing Lists		Letter of Credit
	Pro Forma Packing Lists		Suppliers Certificate
	Certificate of Origin		

1. XX The subject order was forwarded Tallyho % Circle. All subsequent forwarding, handling, banking charges, phone calls, etc., incurred by yourselves are to be to the customer's account. Collection of our invoice is being made by Sight Draft. Please handle collection of our invoices
2. ____ The subject order is now ready for shipment from our plant in Marshalltown, Iowa. Please furnish detailed shipping and marking instructions.
3. ____ The subject order will require a Letter of Credit, an Import License or other _____. Please take prompt action to insure that necessary documentation is at our offices prior to time of shipment.
4. ____ Continuation of Item #____ or other _____

Any questions or related correspondence to the above subject order should contain our Reference Number and be addressed to the attention of [REDACTED] telephone - 515-754-3206.

Very truly yours,
FISHER CONTROLS COMPANY
By

b6
b7C

Export Department

Encl.

cc:Institute for Higher Education--

FROM: CIRCLE AIRFREIGHT CORP.
ON HAND DEPARTMENT
P. O. BOX 66167
O'HARE INTERNATIONAL AIRPORT
CHICAGO, ILLINOIS 60666

TELEPHONE: 312--678-0820

DATE: 2/14/70

REFER TO: ON HAND NO. 1788/8

URGENT REPLY REQUESTED

TO:

*Fisher Gov. Co,
Marshalltown Iowa.*

GENTLEMEN:

YOUR ATTENTION IS URGENTLY DIRECTED TO THE INFORMATION CONTAINED HEREIN AS WE ARE UNABLE TO EXPEDITE FORWARDING DUE TO THE REASON INDICATED BELOW. PLEASE ADVISE THE MISSING INFORMATION BY RETURN MAIL TO ENABLE US TO FINALIZE THIS SHIPMENT.

X YOUR SHIPMENT IS BEING HELD FOR LACK OF INFORMATION. PLEASE FURNISH SHIPPING INSTRUCTIONS AND DOCUMENTS. FAILURE TO DO SO MAY RESULT IN STORAGE CHARGES.

 YOUR DOCUMENTS ARE BEING HELD AWAITING ARRIVAL OF FREIGHT. PLEASE RETURN THIS FORM WITH DETAILS OF HOW, WHEN AND WHERE WE WILL RECEIVE THE FREIGHT. TRACER SHOULD BE INSTITUTED IMMEDIATELY WITH THE CARRIER.

 IF YOU ARE ACTING AS A SUPPLIER ONLY, PLEASE ADVISE THE NAME AND ADDRESS OF THE COMPANY WHO PLACED THE ORDER WITH YOU SO WE MAY FOLLOW WITH THEM FOR THE MISSING INFORMATION.

DATE: ~~DOCS~~/MDSE RECEIVED: 2/14

CONSIGNEE & MARKS:

Beer Sheva, Israel

*69-7248
BOX #1 TO #5*

CARRIER RECEIVED FROM: *Tallyho*

COLLECT CHARGES ADVANCED: *4⁹⁰*

REMARKS:

WAYBILL NO. & DATE:

61986

NO. PCS.: *5*

WEIGHT: *75*

TERMS:

30 DAYS NET

F. O. B. MARSHALLTOWN, IOWA
IN U. S. FUNDS**FISHER CONTROLS COMPANY**

MARSHALLTOWN, IOWA. U. S. A. 50158



AD

No. F 12623

SOLD TO:

SHIP TO:

Institute for Higher Education
P.O.B. 2053
Ramat Gan, Israel

Institute for Higher Education
Loop Plaza, Israel P Circle Air
Freight, 5215 Island /vo.
Schailler Park, Illinois

VIA ~~Freight~~ Circle

CUSTOMER'S ORDER NO.

OUR ORDER NO.

DATE SHIPPED

INVOICE DATE

69-7243

69-7243

2-13-70

2-13-70

SIZE

DESCRIPTION

QUANTITY

UNIT PRICE

DISCOUNT

NET AMOUNT

TYPE

ITEM OR TAG

SERIAL NO.

Ordered

Shipped

5/6 Electro Pneumatic Transducer 477844-43

5

5

832.00

Country of Origin--U.S.A.

Schedule B 729.5990

These commodities licensed by the United States for ultimate destination
Israel. Diversion contrary to United States law prohibited.

I hereby certify this invoice to be correct and true.

Fisher Controls Company

by

b6

b7C

CONSIGNEE MEMO

TALLYHO TRANSPORT INC.

No. 61926

PHONE 2-0973 OR 2-0774

605 JEROME STREET
MARSHALLTOWN, IOWA

DATE FEBRUARY 13 19 70

SHIPPER	STREET ADDRESS	POINT OF ORIGIN	SHIPPER'S NO.
FISHER GOVERNOR CO.	MARSHALLTOWN, IOWA 50158		69-7248

CONSIGNEE	STREET ADDRESS	DESTINATION	CUSTOMER'S NO.
INSTITUTE FOR HIGHER EDUCATION BEER SHEVA, ISRAEL % CIRCLE AIR FREIGHT 9865 LELAND AVE. SCHILLER PARK, ILLINOIS			

ROUTE AND ZONE NO.	CONNECTING LINE REFERENCE	DECLARED VALUE	PREPAID COLLECT
		\$ 882.00	☐ ☒

NO. OF PIECES	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT	RATE	CHARGES
5	CARTONS HARDWARE FOR EXPORT ISRAEL	75#	<i>n</i>	4.00
	INSTITUTE FOR HIGHER EDUCATION BEER SHEVA, ISRAEL 69-7248 BOX #1 TO #5 MADE IN U.S.A.		<i>val.</i>	<u>90</u> 4.90

RECEIVED ABOVE DESCRIBED PROPERTY IN GOOD CONDITION EXCEPT AS NOTED.

DATE DELIVERED

FIRM _____ BY _____

TIME DELIVERED AM PM

SHIPPER PER



b6
b7C

TALLYHO TRANSPORT INC.

AGENT PER

JE

MARSHALLTOWN, IOWA

The following material was shipped from Marshalltown, Iowa, U. S. A.

On 2-27-52 Via U.S. AIR MAIL to Mr. J. Edgar Hoover, Director
FBI, Washington, D.C.
 At San Francisco, California, applying on your order 2-1-52

PACKAGE OR PIECE NUMBER	DESCRIPTION OF PACKAGE	CONTENTS	DIMENSIONS	WEIGHT		
				GROSS	NET	TARE
1	5	1000 0 00000000 1000 0 00000000 1000 0 00000000	1000 0 00000000 1000 0 00000000 1000 0 00000000	1000 0 00000000 1000 0 00000000 1000 0 00000000	1000 0 00000000 1000 0 00000000 1000 0 00000000	1000 0 00000000 1000 0 00000000 1000 0 00000000
		1000 0 00000000 1000 0 00000000 1000 0 00000000				

DELIVERY RECEIPT
AG-1X

UAC 1764 REV. 9-55 PRINTED IN U.S.A.

④

UNITED AIR LINES CHICAGO, ILLINOIS 60666		RAPID AIRBILL NON-NEGOTIABLE		016-DYU-264 1026		DECLARED VALUE \$ <u>N/D</u>		SHIPPER'S C.O.D. \$ <u>N/D</u>	
SUBJECT TO CONDITIONS OF CONTRACT ON THE BACK OF THE AIRBILL				CONSIGNEE GEORGE AIR FREIGHT		PREPAID \$		C.O.D. FEE & OTHER \$	
SHIPPER SALEYKO TRANSPORT, INC.				STREET ADDRESS CHICAGO, ILLINOIS		EXCESS VALUE		INSURANCE PREMIUM	
CITY CHICAGO, ILLINOIS 60666				STATE, ZIP CODE ILLINOIS 60666		CARRIER'S ADVANCES		WEIGHT - RATE	
ROUTING FROM DIA				VIA TO UA		VIA TO (DESTINATION) ORD		WEIGHT - RATE	
PIECES/DESCRIPTION (INCLUDING METHOD OF PACKING, MARKS & NUMBERS) 1 box hardware				WGT. IN LBS. 352		COM. GRP. NO.		PICKUP	
INSTRUCTIONS TO CARRIER HOLD AT AIRPORT				DATE 2/10/70		TIME 1521		DELIVERY	
DIMENSIONAL WEIGHT INFORMATION				EXECUTED AT/BY DIA		DATE 2/10/70		TOTAL (INCLUDING C.O.D.) \$ 1470 @ 200	
DATE - TIME		PHONE		PERSON CONTACTED		BY		DATE 2/10/70	
								TIME 0200	
ED ON THE BACK HEREOF									

b6
b7C

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

MAR 4 1970

TELETYPE

Mr. Tolson	_____
Mr. DeLoach	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Casper	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. Felt	_____
Mr. Gale	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

b6
b7C

NR 026 NY PLAIN

8 30PM URGENT 3-4-70 FHK

TO DIRECTOR

CHICAGO

SEATTLE

FROM NEW YORK [REDACTED] 4P

b3
b7E

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLINGEN,
SWITZERLAND. FPC. OO BUREAU.

RE BUTEL TO NEW YORK MARCH TWO LAST AND NEW YORK TEL
MARCH THREE LAST.

REC-109

FOR INFO CHICAGO AND SEATTLE, REBUTEL SET OUT IN FULL.

b3
b7E

"SABOTAGE BY A PALESTINIAN TERRORIST ORGANIZATION STRONGLY
SUSPECTED AS HAVING CAUSED DISASTER, IN WHICH SEVEN AMERICANS
AMONG THREE EIGHT PERSONS LOST THEIR LIVES. SWISS HAVE ANNOUNCED
CRASH CAUSED BY EXPLOSION ON BOARD PLANE.

5 MAR 5 1970

[REDACTED] ONE SHIPMENT ON BOARD PLANE SENT BY [REDACTED]

END PAGE ONE

b7D

b6
b7C

MR. DELOACH FOR THE DIRECTOR

59 MAR 17 1970

PAGE TWO

CIRCLE AIRFREIGHT CORPORATION, JOHN F. KENNEDY AIRPORT, NEW YORK CITY ON FEBRUARY ONE EIGHT LAST DESCRIBED AS ONE ZERO/ONE THREE SIX POUNDS. GENERAL CARGO, AWB NO. ZERO EIGHT FIVE/FIVE THREE SEVEN FOUR SEVEN ONE FIVE/ THREE, ADDRESSED TO INTERNATIONAL FORWARDING COMPANY OF ISRAEL, LOD AIRPORT, TEL AVIV, ISRAEL.

REQUEST FOLLOWING EXPEDITE INVESTIGATION: ONE-EXACT IDENTIFIATION OF INDIVIDUAL OR FIRM SENDING SHIPMENT, WHETHER DONE FOR A THIRD PERSON, AND IF SO, IDENTIFY, TWO- EXACT AND DETAILED DESCRIPTION OF CONTENTS OF SHIPMENT, INCLUDING WHETHER PERSONAL OR COMMERCIAL, WEIGHT, WHETHER EXPLOSIVE OR FLAMMABLE, IF SO, FLASHPOINT, AND TYPE OF PACKING. THIS OF EXTREME IMPORTANCE, EVEN IF SHIPMENT FALSELY DECLARED FOR CUSTOMS. THREE- EXACT AND COMPLETE ROUTE OF SHIPMENT WITH NAMES OF CARRIERS, FROM TIME OF PACKING TO DELIVERY ON BOARD PLANE, WITH IDENTITIES OF ALL PERSONS HANDLING, AND WHETHER SHIPMENT STORED EN ROUTE OR ACCESSIBLE TO OTHERS WHO MIGHT HAVE CHANGED CONTENTS. FOUR- COPIES OF ALL RECORDS CONCERNING THIS SHIPMENT FROM ORIGIN TO LOADING ON PLANE REQUESTED. FIVE- ALL PERSONS HAVING ANYTHING TO DO WITH SHIPMENT SHOULD BE ASKED CONCERNING KNOWLEDGE OF CONTENTS AND POSSIBLITY OF CAUSING PLANE CRASH. SPECIAL ATTENTION SHOULD

END PAGE TWO

b7D

PAGE THREE

BE PAID TO ARABS OR OTHER SUSPICIOUS PERSONS IN INVESTIGATION."

THIS DATE CIRCLE AIRFREIGHT, NEW YORK, CONTACTED AND COPIES OF PERTINENT DOCUMENTS OBTAINED CONCERNING SHIPMENT ORIGINATING IN NEW YORK.

THE TOTAL SHIPMENT SENT FROM NEW YORK WAS A CONSOLIDATION OF THREE SHIPMENTS DESTINED FOR TEL AVIV, ISRAEL, AS FOLLOWS:

A. FOUR CARTONS, TOTAL WEIGHT SIXTY POUNDS, CIRCLE AIRFREIGHT AWB SIX THREE ZERO ZERO THREE SEVEN TWO, ORIGINATING AT SEATTLE, WASH.

B. FIVE CARTONS, TOTAL WEIGHT SEVENTYFIVE POUNDS, CIRCLE AIRFREIGHT AWB SIX ZERO SIX THREE THREE NINE SIX, ORIGINATING CHICAGO, ILLINOIS.

C. ONE CARTON, TOTAL WEIGHT ONE POUNDS, CIRCLE AIRFREIGHT AWB SIX ZERO SEVEN FIVE ONE SEVEN ONE, ORIGINATING AT NEW YORK.

THESE THREE SHIPMENTS CONSOLIDATED AT CIRCLE AIRFREIGHT, NEW YORK, AND SENT TO ZURICH VIA SWISSAIR ON AWB ZERO EIGHT FIVE DASH FIVE THREE SEVEN SPACE FOUR SEVEN ONE FOUR. FROM ZURICH THIS SHIPMENT CONSIGNED FOR TEL AVIV ON AWB ZERO EIGHT FIVE DASH FIVE THREE SEVEN SPACE FOUR SEVEN ONE FIVE.

INTERVIEWS OF CIRCLE AIRFREIGHT PERSONNEL CONTINUING AT
END PAGE THREE

PAGE FOUR

NEW YORK.

L E A D S

CHICAGO AT CIRCLE AIRFREIGHT, NINE EIGHT SIX FIVE LELAND AVENUE, SCHILLER PARK, ILLINOIS (VICINITY OF O'HARE AIRPORT).

SEATTLE AT CIRCLE AIRFREIGHT, ONE NINE ZERO THREE ONE PACIFIC HIGHWAY SOUTH, SEA/TAC INTERNATIONAL AIRPORT, SEATTLE, WASHINGTON.

BOTH OFFICES CONDUCT INVESTIGATION IN ACCORDANCE WITH QUOTED BUREAU TELETYPE.

END

REW FBI WASH DC

CC- MR. SULLIVAN

Givins

1 - Liaison
3-2-70
PLAINTEXT

TELETYPE

URGENT

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

TO SAC NEW YORK

FROM DIRECTOR FBI

10 MAR 2 1970
9:08 PM DAW
TELETYPE

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO TEL
AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLINGEN,
SWITZERLAND, FPC.

SABOTAGE BY A PALESTINIAN TERRORIST ORGANIZATION STRONGLY
SUSPECTED AS HAVING CAUSED DISASTER, IN WHICH SEVEN AMERICANS
AMONG THREE EIGHT PERSONS LOST THEIR LIVES. SWISS HAVE ANNOUNCED
CRASH CAUSED BY EXPLOSION ON BOARD PLANE.

[REDACTED] STATE ONE SHIPMENT ON BOARD PLANE SENT BY
CIRCLE AIRFREIGHT CORPORATION, JOHN F. KENNEDY AIRPORT, NEW YORK
CITY ON FEBRUARY ONE EIGHT LAST DESCRIBED AS ONE ZERO/ONE THREE
SIX POUNDS. GENERAL CARGO, AWB NO. ZERO EIGHT FIVE/FIVE THREE
SEVEN FOUR SEVEN ONE FIVE/THREE, ADDRESSED TO INTERNATIONAL
FORWARDING COMPANY OF ISRAEL, LOD AIRPORT, TEL AVIV, ISRAEL.

[REDACTED] REQUEST FOLLOWING EXPEDITE INVESTIGATION: ONE -
EXACT IDENTIFICATION OF INDIVIDUAL OR FIRM SENDING SHIPMENT,

WHETHER DONE FOR THIRD PERSON, AND IF SO, IDENTIFY, TWO -

1 - Foreign Liaison Unit (Route through for review)
HCF:jan (4)

Tolson _____
DeLoach _____
Walters _____
Mohr _____
Bishop _____
Casper _____
Callahan _____
Conrad _____
Felt _____
Gale _____
Rosen _____
Sullivan _____
Tavel _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

MAIL ROOM [] TELETYPE UNIT []

20 MAR 12 1970
F-269
WEC

REC-104

19 MAR 3 1970

TELETYPE TO NEW YORK
CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH
TO TEL AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO,
WUERENLINGEN, SWITZERLAND, FPC

EXACT AND DETAILED DESCRIPTION OF CONTENTS OF SHIPMENT, INCLUDING
WHETHER PERSONAL OR COMMERCIAL, WEIGHT, WHETHER EXPLOSIVE OR
FLAMMABLE, IF SO, FLASHPOINT, AND TYPE OF PACKING. THIS OF
EXTREME IMPORTANCE, EVEN IF SHIPMENT FALSELY DECLARED FOR CUSTOMS.
THREE - EXACT AND COMPLETE ROUTE OF SHIPMENT WITH NAMES OF CARRIERS,
FROM TIME OF PACKING TO DELIVERY ON BOARD PLANE, WITH IDENTITIES
OF ALL PERSONS HANDLING, AND WHETHER SHIPMENT STORED EN ROUTE
OR ACCESSIBLE TO OTHERS WHO MIGHT HAVE CHANGED CONTENTS. FOUR-
COPIES OF ALL RECORDS CONCERNING THIS SHIPMENT FROM ORIGIN TO
LOADING ON PLANE REQUESTED. FIVE - ALL PERSONS HAVING ANYTHING
TO DO WITH SHIPMENTS SHOULD BE ASKED CONCERNING KNOWLEDGE OF CONTENTS
AND POSSIBILITY OF CAUSING PLANE CRASH. SPECIAL ATTENTION SHOULD
BE PAID TO ARABS OR OTHER SUSPICIOUS PERSONS IN INVESTIGATION.
SUTEL.

NOTE:

FOREGOING INVESTIGATION REQUESTED BY LEGAT, BERN IN ITS
CABLEGRAM DATED 3-2-70.

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

MAR 6 1970

TELETYPE

Mr. Tolson	
Mr. DeLoach	
Mr. Mohr	
Mr. Bishop	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	
Miss Gandy	

FBI WASH DC

FBI CHICAGO

1150AM URGENT 3/6/70 SJV

TO DIRECTOR AND OMAHA

FROM CHICAGO

b3
b7E

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURLICH
TO TEL AVIV, FEBRUARY TWO ONE, SEVENTY, WUERENLINGEN,
SWITZERLAND; FPC; OO: BUREAU.

RE NEW YORK TELETYPE TO DIRECTOR, CHICAGO AND SEATTLE,
MARCH FOUR LAST², AND CHICAGO TEL, MARCH FIVE,⁷ LAST.

IN ADDITION TO TELETYPE TO BUREAU OF RESULTS
OF INVESTIGATION, FORWARD TO BUREAU LHM SUITABLE FOR
DISSEMINATION BY LEGAT, BERN.

END

MXW

FBI WASH DC

XX

REC-10

14 MAR 11 1970

F279

MAR 17 1970

b6
b7C

b6
b7C

b3
b7E

3-10-70

CODED

CABLEGRAM

URGENT

b3
b7E

REC- 73

TO LEGAT BERN

FROM DIRECTOR FBI

EX-102

VIA TELETYPE
1040P REW

ENCIPHERED

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWENTY-ONE, SEVENTY, WUERENLINGEN,
SWITZERLAND, FPC.

REURCAB MARCH TWO, LAST.

BROWN ELECTRO-MEASUREMENT CORP. (BECO), KIRKLAND AND
EDMONDS, WASHINGTON, MANUFACTURER, HAD PURCHASE ORDER TO
SUPPLY FOUR IMPEDANCE BRIDGES TO MINISTRY OF DEFENSE, TEL
AVIV, ISRAEL. SALE ARRIVED THROUGH INTERNATIONAL MARKET
SERVICES COMPANY OF SEATTLE, WASHINGTON, AN EXPORTING
COMPANY. THE PRESIDENT OF BECO PERSONALLY PACKED THE FOUR
IMPEDANCE BRIDGES IN FOUR CARDBOARD CARTONS AND PERSONALLY
DELIVERED SAME TO CIRCLE AIRFREIGHT CORPORATION AT SEATTLE
ON EVENING OF FEBRUARY ELEVEN, LAST. THIS SHIPMENT HELD
BY CIRCLE AIRFREIGHT IN THEIR STORAGE ROOM UNTIL EVENING OF
FEBRUARY TWELVE, LAST, WHEN DELIVERED TO NORTHWEST AIRLINES
AT SEATTLE-TACOMA AIRPORT AT SEVEN-TWENTYFIVE P.M. SHIPMENT

1 - Foreign Liaison Unit (Detached)

RA:dlb
(5)

SEE NOTE PAGE TWO

Tolson _____
DeLoach _____
Walters _____
Mohr _____
Bishop _____
Casper _____
Callahan _____
Conrad _____
Felt _____
Gale _____
Rosen _____
Sullivan _____
Tavel _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

57 MAR 20 1970

MAIL ROOM ☐ TELETYPE UNIT ☐

F-271

CABLEGRAM TO LEGAT BERN

RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWENTY-ONE, SEVENTY, WUERENLINGEN,
SWITZERLAND, FPC.

THEN PUT ABOARD NORTHWEST AIRLINES FLIGHT NUMBER THIRTY,
NONSTOP SEATTLE TO KENNEDY AIRPORT, NEW YORK CITY, LEAVING
SEATTLE TEN FORTY-FIVE P.M. FEBRUARY TWELVE, LAST. THIS
SHIPMENT TO BE HANDLED CIRCLE AIRFREIGHT AT KENNEDY AIRPORT
PRIOR TO FORWARDING TO ISRAEL.

THESE IMPEDANCE BRIDGES ARE INSTRUMENTS FOR MEASURING
ELECTRICAL SIZE, ACCURACY AND QUALITY OF ELECTRICAL COMPONENTS
AND ARE NOT FLAMMABLE NOR EXPLOSIVE. THESE WERE PACKED IN
CARDBOARD AND NEWSPAPERS ONLY.

PERSONS INTERVIEWED IN SEATTLE WHO HAVE MEMORY OF THE
SHIPMENT STATE EVERYTHING NORMAL IN THE SHIPMENT WHEN LAST
SEEN BY THEM.

LETTERHEAD MEMO WITH PERTINENT RECORDS BEING SUBMITTED.

NOTE:

Foregoing concerns crash of Swiss Airliner in
which seven Americans among 38 persons lost their lives.
Swiss suspect sabotage by a Palestinian terrorist organi-
zation. The Swiss determined crash caused by explosion on
board and they have requested inquiry in connection with
certain cargo carried by ill-fated flight.

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

FBI WASH DC

MAR 9 1970

TELETYPE

Mr. Tolson	_____
Mr. DeLoach	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Casper	_____
Mr. Callahan	_____
Mr. Conrad	_____ b6
Mr. Felt	_____ b7C
Mr. Gale	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

F B I SEATTLE

636PM DEFERRED 3/9/70 FEE

TO DIRECTOR AND NEW YORK [REDACTED]

FROM SEATTLE [REDACTED] (P)

b3
b7E

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TWENTY TEL AVIV,
FEBRUARY TWENTY-^{ed}NE, SEVENTY, WUERENLINGEN, SWITZERLAND, FPC, OO:
BUREAU.

RE NEW YORK TELETYPE TO DIRECTOR, CHICAGO, AND SEATTLE, MARCH
FOUR, SEVENTY.

INVESTIGATION AT SEATTLE COMPLETED THIS DATE. INVESTIGATION HAS
ESTABLISHED THAT THE BROWN ELECTRO-MEASUREMENT CORP. (BECO) OF
KIRKLAND AND EDMONDS, WASHINGTON, A MANUFACTURER, HAD A PURCHASE ORDER
TO SUPPLY FOUR IMPEDANCE BRIDGES TO THE MINISTRY OF DEFENSE, TEL
AVIV, ISRAEL. THIS SALE WAS ARRIVED THROUGH AN EXPORTING COMPANY
NAMED INTERNATIONAL MARKET SERVICES COMPANY OF SEATTLE, WASHINGTON.
THE PRESIDENT OF BECO PERSONALLY PACKED THE FOUR IMPEDANCE BRIDGES IN
FOUR CARDBOARD CARTONS AND PERSONALLY DELIVERED SAME TO CIRCLE AIR-
FREIGHT CORPORATION AT SEATTLE ON EVENING OF FEBRUARY ELEVEN, SEVENTY.
THIS SHIPMENT HELD BY CIRCLE AIRFREIGHT IN THEIR STORAGE ROOM UNTIL
EVENING OF FEBRUARY TWELVE, SEVENTY, WHEN DELIVERED TO NORTHWEST
AIRLINES AT SEATTLE-TACOMA AIRPORT AT SEVEN-TWENTYFIVE P.M. THIS
END PAGE ONE

EX-102
REC-73

b3
b7E

b6
b7C

PAGE TWO

SHIPMENT THEN PUT ABOARD NORTHWEST AIRLINES FLIGHT NUMBER THIRTY, NON-STOP SEATTLE TO KENNEDY AIRPORT, NEW YORK CITY, LEAVING SEATTLE TEN FORTY-^{PI}FIVE P.M. ON FEBRUARY TWELVE, SEVENTY. THIS SHIPMENT TO BE HANDLED BY CIRCLE AIRFREIGHT AT KENNEDY AIRPORT PRIOR TO FORWARDING TO ISRAEL.

THESE IMPEDANCE BRIDGES ARE INSTRUMENTS FOR MEASURING ELECTRICAL SIZE, ACCURACY AND QUALITY OF ELECTRICAL COMPONENTS AND ARE NOT FLAMMABLE NOR EXPLOSIVE, AND WERE PACKED IN CARDBOARD AND NEWSPAPERS ONLY.

PERSONS INTERVIEWED IN SEATTLE WHO HAVE MEMORY OF THE SHIPMENT STATE EVERYTHING NORMAL IN THE SHIPMENT WHEN LAST SEEN BY THEM.

LHM'S BEING SUBMITTED, WHICH WILL INCLUDE COPIES OF PERTINENT RECORDS.

END

BRB

FBI WASH DC

cc Liaison

F B I

Date: 3/3/70

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Priority)

TO DIRECTOR, FBI

FROM LEGAT, BERN [REDACTED] (P)

CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC

ReBERcab 3/2/70.

Information furnished by [REDACTED]
[REDACTED] has been made the subject of an LHM, 10
copies of which are enclosed.

[REDACTED] the following information concerning the individuals mentioned in the LHM:

- a. Exact and complete vital statistics of the persons mentioned in LHM.
- b. Detailed description of all effects worn or carried by hand, including valuables and clothes (samples of cloth if possible).
- c. Identity of documents carried (whether several passports carried in various names).
- d. Number and description of pieces of luggage and contents.
- e. Next of kin with address where can be contacted.

- (10) - Bureau (10 encls)
- (2 - Chicago)
 - (2 - New Haven)
 - (2 - New York)
 - (1 - Liaison)

1 - Bern
HDG:rn
(11)

Approved: 57 MAR 24 1970
Special Agent in Charge

Sent Spec. Tray M

b3
b7E

b7D

b3
b7E

b6
b7C

BER
HDG:rn

b3
b7E

Leads

THE CHICAGO OFFICE
At Barrington, Illinois

Will ascertain information as listed above with
respect to GLENN WARE.

THE NEW HAVEN OFFICE
At Hamden, Conn.

Will ascertain information as listed above with
respect to Dr. and Mrs. WEINERMANN.

At Stamford, Conn.

Will ascertain information as listed above with
respect to MERTON MEYERSON.

THE NEW YORK OFFICE
At Huntington, N. Y.

Will ascertain information as listed above with
respect to THOMAS LINGAFELTER.



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

WASHINGTON, D.C. 20535

March 3, 1970

CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

[REDACTED] have informed that the
United States citizens who lost their lives in this crash
were as follows:

- 1 - THOMAS LINGAFELTER, 75 Dewey Street,
Huntington, New York, 11743
- 2 - MERTON MEYERSON, 27 Hastin Lane,
Stamford, Connecticut
- 3 - GLENN WARE, Barrington, Illinois, 60010
- 4 - Dr. RICHARD WEINERMANN, born July 17,
1917, formerly residing at 5 Eastland Road,
Hamden, Connecticut, U. S. passport H O 58847
- 5 - Mrs. S. WEINERMANN, presumed to be wife
of Dr. WEINERMANN above, 5 Eastland Road,
Hamden, Connecticut.

"This document contains neither recommendations
nor conclusions of the FBI. It is the property
of the FBI and is loaned to your agency; it and
its contents are not to be distributed outside
your agency."

1 - Liaison

1 - [REDACTED]

b6
b7C

CODE
PLAINTEXT

3-6-70

CABLEGRAM

VIA TELETYPE

URGENT

REC-73

TO LEGAT BERN

FROM DIRECTOR FBI

ENCIPHERED

b3
b7E

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLIGEN,
SWITZERLAND, FPC.

REURCAB MARCH TWO, LAST. [REDACTED] VICE PRESIDENT
CIRCLE AIRFREIGHT CORP., SCHILLER PARK, ILLINOIS, ~~THEY~~ FURNISHED
COPY CIRCLE AIRFREIGHT CORP. AIR WAY BILL NUMBER SIX ZERO SIX
THREE THREE NINE SIX DATED FEBRUARY SIXTEEN, LAST SHOWING FIVE
CARTONS MACHINERY CONSIGNED INSTITUTE FOR HIGHER EDUCATION.
BEER SHEVA, ISRAEL, SHIPPED FROM FISHER CONTROLS COMPANY,
MARSHALLTOWN, IOWA CARE OF CIRCLE AIRFREIGHT, SCHILLER PARK,
ILLINOIS, VIA UNITED AIRLINES (UAL) AIR BILL NUMBER TWO SIX
FOUR ONE ZERO TWO SIX. HE ALSO FURNISHED COPY FISHER CONTROLS
COMPANY LETTER TO CIRCLE AIRFREIGHT FEBRUARY THIRTEEN, LAST,
COMMERCIAL INVOICE NUMBER F ONE TWO SIX TWO THREE, PACKING
LIST, TALLYHO TRANSPORT, INC. CONSIGNEE MEMO DATED FEBRUARY
THIRTEEN, LAST, CIRCLE AIRFREIGHT "ON HAND" ORDER DATED

b6
b7C

RA:dlb
(5)

SEE NOTE PAGE FOUR

1 - Foreign Liaison Unit (Detached)

Tolson _____
DeLoach _____
Walters _____
Mohr _____
Bishop _____
Casper _____
Callahan _____
Conrad _____
Felt _____
Gale _____
Rosen _____
Sullivan _____
Tavel _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

57 MAR 20 1970

TELETYPE UNIT

b6
b7C

CABLEGRAM TO LEGAT BERN

RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO TEL AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLIGEN, SWITZERLAND, FPC.

FEBRUARY FOURTEEN, LAST, NUMBER ONE SEVEN EIGHT EIGHT/EIGHT, CIRCLE AIRFREIGHT CORP., MANIFEST AND TRANSFER ORDER NUMBER AA - ZERO ZERO ONE - ORD - ZERO ZERO ZERO ZERO - TWO ZERO THREE DATED FEBRUARY SIXTEEN, LAST, AND CIRCLE AIRFREIGHT CORP., SHIPPERS RECEIPT DATED FEBRUARY SIXTEEN, LAST.

ACCORDING TO ABOVE DOCUMENTS EACH CARTON CONTAINED ONE NUMBER FIVE FOUR SIX ELECTRO PNEUMATIC TRANSDUCER SERIAL NUMBERS FOUR SEVEN SEVEN EIGHT FOUR FOUR FOUR THROUGH FOUR SEVEN SEVEN EIGHT FOUR FOUR EIGHT. THE SHIPMENT WAS CARRIED FROM FISHER CONTROLS COMPANY, MARSHALLTOWN, IOWA TO DES MOINES, IOWA, BY TALLYHO TRANSPORT, INC. MARSHALLTOWN AND DELIVERED TO UAL DES MOINES FOR SHIPMENT TO CHICAGO.

[REDACTED] EXPLAINED THE "ON HAND" ORDER WAS PREPARED BY CIRCLE AIRFREIGHT, SCHILLER PARK ON FEBRUARY FOURTEEN, LAST BECAUSE FIVE CARTONS OF FREIGHT, SEVENTY FIVE POUNDS, ARRIVED O'HARE AIRPORT SHIPPED FROM FISHER CONTROLS COMPANY MARSHALLTOWN, IOWA, TO BEER SHEVA, ISRAEL, ON UAL AIR BILL NUMBER ZERO ONE SIX TWO SIX FOUR ONE ZERO TWO SIX WITHOUT SHIPPING DOCUMENTS ATTACHED. FREIGHT PICKED UP UAL DOCK O'HARE AIRPORT BY CIRCLE AIRFREIGHT DRIVER [REDACTED] A.M. FEBRUARY FOURTEEN, LAST AND HELD CIRCLE AIRFREIGHT DOCK

b6
b7c

CABLEGRAM TO LEGAT BERN
RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLIGEN,
SWITZERLAND, FPC.

SCHILLER PARK UNTIL FEBRUARY SIXTEEN, LAST WHEN SHIPPING
DOCUMENTS ARRIVED BY MAIL FROM FISHER CONTROLS COMPANY.
AMERICAN
FREIGHT THEN TAKEN TO/AIR LINES FREIGHT DOCK O'HARE AIRPORT
BY CIRCLE AIRFREIGHT DRIVER [REDACTED] FOR SHIPMENT TO
JOHN F. KENNEDY AIRPORT, (JFK), NEW YORK, ALONG WITH SIXTEEN
OTHER PIECES OF FREIGHT BOUND FOR JFK.

b6
b7C

ONLY THREE CIRCLE AIRFREIGHT EMPLOYEES HANDLED FREIGHT,
CHICAGO. DRIVER [REDACTED] DOES NOT RECALL SHIPMENT; STORAGE
HANDLER [REDACTED] DOES NOT RECALL SHIPMENT. DRIVER
[REDACTED] BELIEVES RECALLS FIVE CARTONS WHICH WERE HEAVIER ON
ONE END THAN THE OTHER. [REDACTED] STATED ALL FIVE CARTONS
INTACT AND NOT TAMPERED WITH WHEN DELIVERED TO AMERICAN
AIR LINES.

b6
b7C

UAL CARGO SERVICES ASSISTANT [REDACTED] FURNISHED
COPY UAL AIR BILL NUMBER ZERO ONE SIX TWO SIX FOUR ONE ZERO
TWO SIX SHOWING TEN PIECES HARDWARE ARRIVED UAL FREIGHT DOCK
O'HARE AIRPORT FROM TALLYHO TRANSPORT, MARSHALLTOWN, IOWA,
ADDRESSED TO CIRCLE AIRFREIGHT O'HARE AIRPORT AT TWO ZERO
SEVEN A.M., FEBRUARY FOURTEEN, LAST, FLIGHT UNKNOWN. STATED
FREIGHT PROBABLY ARRIVED UAL FLIGHT THREE THREE SIX, TWELVE
TWENTY TWO A.M., FEBRUARY FOURTEEN, LAST. IDENTITY OF PERSONS
UNLOADING FLIGHT THREE THREE SIX NOT KNOWN AND FREIGHT HANDLED

CABLEGRAM TO LEGAT BERN

RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLIGEN,
SWITZERLAND, FPC.

INSIDE UAL DOCK, CHICAGO, ILLINOIS, O'HARE AIRPORT BY TOTAL
OF ONE SIX ZERO EMPLOYEES. CIRCLE AIRFREIGHT DRIVER [REDACTED]
PICKED UP FREIGHT NINE A.M. FEBRUARY FOURTEEN, LAST.

b6
b7C

AMERICAN AIR LINES FREIGHT SUPERVISOR [REDACTED]

O'HARE AIRPORT ADVISED AIR FREIGHT MANIFEST AND SHIPPERS
RECEIPT NUMBER AA - ZERO ZERO ONE - ORD - ZERO ZERO ZERO
ZERO - TWO ZERO THREE SHOWS AMERICAN AIR LINES FREIGHT
EMPLOYEE, [REDACTED] ACCEPTED TWENTY ONE PIECES FREIGHT FROM
CIRCLE AIRFREIGHT DRIVER [REDACTED] TWELVE ZERO FIVE A.M.

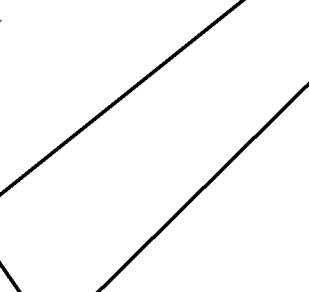
b6
b7C

FEBRUARY SEVENTEEN, LAST AND FREIGHT BROUGHT INTO ROUTING
SYSTEM USING TWENTY THREE EMPLOYEES. FREIGHT LEFT CHICAGO
AMERICAN AIR LINES FLIGHT EIGHT THREE ZERO IGLOO NUMBER
FOUR NINE TWO ZERO, FIVE TWENTY A.M. FEBRUARY SEVENTEEN, LAST.
EMPLOYEE [REDACTED] UNABLE TO RECALL SHIPMENT AND OTHER EMPLOYEES
WHO HANDLED FREIGHT NOT IDENTIFIED. INQUIRIES CONTINUING.

NOTE:

Foregoing concerns crash of Swiss Air Lines in
which seven Americans among 38 persons lost their lives.
Swiss strongly suspect sabotage by a Palestinian terrorist
organization. Lead to check Circle Freight where shipment
originated. Inquiries continued.

91



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Cable to Target Bern
 CRAS
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 3-6-67
 FOUR
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cc

"SABOTAGE BY A PALESTINIAN TERRORIST ORGANIZATION

REC-73

b3
b7E

RD PLANE 1.6 1970

ON SHIPMENT ON BOARD PLANE SENT ~~SECRET~~ b7D

ARD PLANE 16 1970
ENT b7D
REPORT, b6
b7C

b6
b7C

MAIL DELIVERY FOR THE POST OFFICE

PAGE TWO

NEW YORK CITY ON FEBRUARY ONE EIGHT LAST DESCRIBED AS ONE
ZERO/ONE THREE SIX POUNDS. GENERAL CARGO, AWB NO. ZERO
EIGHT FIVE/FIVE THREE SEVEN FOUR SEVEN ONE FIVE/THREE,
ADDRESSED TO INTERNATIONAL FORWARDING COMPANY OF ISRAEL,
LOD AIRPORT, TEL AVIV, ISRAEL.

REQUEST FOLLOWING EXPEDITE INVESTIGATION:

b7D

ONE-EXACT IDENTIFICATION OF INDIVIDUAL OR FIRM SENDING
SHIPMENT, WHETHER DONE FOR A THIRD PERSON, AND IF SO, IDENTIFY,
TWO - EXACT AND DETAILED DESCRIPTION OF CONTENTS OF SHIPMENT,
INCLUDING WHETHER PERSONAL OR COMMERCIAL, WEIGHT, WHETHER
EXPLOSIVE OR FLAMMABLE, IF SO, FLASHPOINT, AND TYPE OF PACKING.
THIS OF EXTREME IMPORTANCE, EVEN IF SHIPMENT FALSELY DECLARED
FOR CUSTOMS. THREE - EXACT AND COMPLETE ROUTE OF SHIPMENT WITH
NAMES OF CARRIERS, FROM TIME OF PACKING TO DELIVERY ON BOARD PLANE,
WITH IDENTITIES OF ALL PERSONS HANDLING, AND WHETHER SHIPMENT STORED
EN ROUTE OR ACCESSIBLE TO OTHERS WHO MIGHT HAVE CHANGED CONTENTS.
END PAGE TWO

PAGE THREE

FOUR - COPIES OF ALL RECORDS CONCERNING THIS SHIPMENT FROM ORIGIN TO LOADING ON PLANE REQUESTED. FIVE - ALL PERSONS HAVING ANYTHING TO DO WITH SHIPMENT SHOULD BE ASKED CONCERNING KNOWLEDGE OF CONTENTS AND POSSIBILITY OF CAUSING PLANE CRASH. SPECIAL ATTENTION SHOULD BE PAID TO ARABS OR OTHER SUSPICIOUS PERSONS IN INVESTIGATION."

RE TEL SET LEADS TO CHICAGO TO CONTACT CIRCLE AIR-FREIGHT SINCE NEW YORK ADVISED CIRCLE AIRFREIGHT JFK CONSOLIDATED THREE SHIPMENTS FREIGHT DESTINED TEL AVIV VIA ZURICH ON SWISS AIR. ONE OF THE THREE SHIPMENTS WAS FIVE CARTONS, WEIGHT SEVENTY FIVE POUNDS FROM CIRCLE AIRFREIGHT AWB SIX ZERO SIX THREE THREE NINE SIX ORIGINATING CHICAGO, ILLINOIS.

OTHER TWO SHIPMENTS FROM SEATTLE, WASHINGTON AND NEW YORK.

FOLLOWING INFORMATION DEVELOPED REGARDING SHIPMENT CIRCLE AIRFREIGHT CHICAGO:

VICE PRESIDENT CIRCLE AIRFREIGHT

END PAGE THREE

b6
b7c

PAGE FOUR

CORP. NINE EIGHT SIX FIVE LELAND AVENUE, SCHILLER PARK,
ILLINOIS, TODAY FURNISHED COPY CIRCLE AIRFREIGHT CORP.
AIR WAY BILL NUMBER SIX ZERO SIX THREE THREE NINE SIX
DATED FEBRUARY SIXTEEN, SEVENTY SHOWING FIVE CARTONS MACHINERY
CONSIGNED INSTITUTE FOR HIGHER EDUCATION, BEER SHEVA,
ISRAEL, SHIPPED FROM FISHER CONTROLS COMPANY, MARSHALLTOWN,
IOWA, CARE OF CIRCLE AIRFREIGHT, SCHILLER PARK, ILLINOIS,
VIA UNITED AIR LINES [UAL] AIR BILL NUMBER TWO SIX FOUR
ONE ZERO TWO SIX. HE ALSO FURNISHED COPY FISHER CONTROLS
COMPANY LETTER TO CIRCLE AIRFREIGHT FEBRUARY THIRTEEN,
SEVENTY, COMMERCIAL INVOICE NUMBER F ONE TWO SIX TWO THREE,
PACKING LIST, TALLYHO TRANSPORT, INC. CONSIGNEE MEMO DATED
FEBRUARY THIRTEEN, SEVENTY, CIRCLE AIRFREIGHT "ON HAND"
ORDER DATED FEBRUARY FOURTEEN, SEVENTY NUMBER ONE SEVEN
EIGHT EIGHT/EIGHT, CIRCLE AIRFREIGHT CORP. MANIFEST AND
TRANSFER ORDER NUMBER AA - ZERO ZERO ONE - ORD - ZERO
END PAGE FOUR

PAGE FIVE

ZERO ZERO ZERO - TWO ZERO THREE DATED FEBRUARY SIXTEEN,
SEVENTY AND CIRCLE AIRFREIGHT CORP SHIPPERS RECEIPT DATED
FEBRUARY SIXTEEN, SEVENTY.

ACCORDING TO ABOVE DOCUMENTS EACH CARTON CONTAINED
ONE NUMBER FIVE FOUR SIX ELECTRO PNEUMATIC TRANSDUCER
SERIAL NUMBERS FOUR SEVEN SEVEN EIGHT FOUR FOUR FOUR
THROUGH FOUR SEVEN SEVEN EIGHT FOUR FOUR EIGHT. THE
SHIPMENT WAS CARRIED FROM FISHER CONTROLS COMPANY MARSHALL-
TOWN, IOWA, TO DES MOINES, IOWA, BY TALLYHO TRANSPORT, INC.
MARSHALLTOWN AND DELIVERED TO UAL DES MOINES FOR SHIPMENT
TO CHICAGO.

[REDACTED] EXPLAINED THE "ON HAND" ORDER WAS PREPARED
BY CIRCLE AIRFREIGHT SCHILLER PARK ON FEBRUARY FOURTEEN,
SEVENTY BECAUSE FIVE CARTONS OF FREIGHT SEVENTY FIVE POUNDS
ARRIVED O'HARE AIRPORT SHIPPED FROM FISHER CONTROLS COMPANY
MARSHALLTOWN, IOWA, TO BEER SHEVA, ISRAEL, ON UAL AIR
BILL NUMBER ZERO ONE SIX TWO SIX FOUR ONE ZERO TWO SIX
END PAGE FIVE

b6
b7c

PAGE SIX

0
WITHOUT SHIPPING DOCUMENTS ATTACHED. FREIGHT PICKED UP

UAL DOCK O'HARE AIRPORT BY CIRCLE AIRFREIGHT DRIVER [REDACTED]

[REDACTED] A.M. FEBRUARY FOURTEEN, SEVENTY AND HELD CIRCLE

AIRFREIGHT DOCK SCHILLER PARK UNTIL FEBRUARY SIXTEEN, SEVENTY
WHEN SHIPPING DOCUMENTS ARRIVED BY MAIL FROM FISHER CONTROLS
COMPANY. FREIGHT THEN TAKEN TO AMERICAN AIR LINES FREIGHT
DOCK O'HARE AIRPORT BY CIRCLE AIRFREIGHT DRIVER [REDACTED]
FOR SHIPMENT TO JFK AIRPORT NEW YORK, ALONG WITH SIXTEEN
OTHER PIECES OF FREIGHT BOUND FOR JFK.

b6
b7C

ONLY THREE CIRCLE AIRFREIGHT EMPLOYEES HANDLED
FREIGHT, CHICAGO. DRIVER [REDACTED] DOES NOT RECALL
SHIPMENT; STORAGE HANDLER [REDACTED] DOES NOT
RECALL SHIPMENT; DRIVER [REDACTED] BELIEVES RECALLS FIVE CARTONS
WHICH WERE HEAVIER ON ONE END THAN ON THE OTHER. [REDACTED]
STATED ALL FIVE CARTONS INTACT AND NOT TAMPERED WITH
WHEN DELIVERED TO AMERICAN AIR LINES.

b6
b7C

UAL CARGO SERVICES ASSISTANT [REDACTED] FURNISHED
COPY UAL AIR BILL NUMBER ZERO ONE SIX TWO SIX FOUR ONE
END PAGE SIX

PAGE SEVEN

ZERO TWO SIX SHOWING TEN PIECES HARDWARE ARRIVED UAL
FREIGHT DOCK O'HARE AIRPORT FROM TALLYHO TRANSPORT,
MARSHALLTOWN, IOWA, ADDRESSED TO CIRCLE AIRFREIGHT O'HARE
AIRPORT AT TWO ZERO SEVEN A.M. FEBRUARY FOURTEEN, SEVENTY,
FLIGHT UNKNOWN. STATED FREIGHT PROBABLY ARRIVED UAL FLIGHT
THREE THREE SIX, TWELVE TWENTY TWO A.M. FEBRUARY FOURTEEN,
✓ SEVENTY. IDENTITIES OF PERSONS UNLOADING FLIGHT THREE THREE
SIX NOT KNOWN AND FREIGHT HANDLED INSIDE UAL DOCK, CHICAGO,
ILLINOIS, O'HARE AIRPORT BY TOTAL OF ONE SIX ZERO EMPLOYEES.
CIRCLE AIRFREIGHT DRIVER [REDACTED] PICKED UP FREIGHT NINE
A.M. FEBRUARY FOURTEEN, SEVENTY.

b6
b7c

AMERICAN AIR LINES FREIGHT SUPERVISOR [REDACTED]
O'HARE AIRPORT ADVISED AIR FREIGHT MANIFEST AND SHIPPERS
RECEIPT NUMBER AA - ZERO ZERO ONE - ORD - ZERO ZERO ZERO
ZERO - TWO ZERO THREE SHOWS AMERICAN AIR LINES FREIGHT
EMPLOYEE [REDACTED] ACCEPTED TWENTY ONE PIECES FREIGHT
END PAGE SEVEN

b6
b7c

PAGE ¹EIGHT

FROM CIRCLE AIRFREIGHT DRIVER [REDACTED] TWELVE ZERO FIVE A.M.

b6
b7C

FEBRUARY SEVENTEEN, SEVENTY AND FREIGHT BROUGHT INTO ROUTING SYSTEM USING TWENTY THREE EMPLOYEES. FREIGHT LEFT CHICAGO AMERICAN AIR LINES FLIGHT EIGHT THREE ZERO IGLOO NUMBER FOUR NINE TWO ZERO, FIVE TWENTY A.M. FEBRUARY SEVENTEEN, SEVENTY. EMPLOYEE [REDACTED] UNABLE TO RECALL SHIPMENT AND OTHER EMPLOYEES WHO HANDLED FREIGHT NOT IDENTIFIED.

b6
b7C

OMAHA CONDUCT INVESTIGATION AS DIRECTED BUREAU TEL TO NEW YORK AT FISHER CONTROLS COMPANY AND TALLYHO TRANSPORT, MARSHALLTOWN, IOWA, AND AT UAL DES MOINES, IOWA.

COPIES OF DOCUMENTS DESCRIBED ABOVE BEING FORWARDED TO BUREAU AMSD.

AIR MAIL COPIES THIS TEL BEING SENT NEW YORK AND SEATTLE.

END

BRB

FBI WASH DC

CC- MR. SULLIVAN & *Harrison*

Domestic Intelligence Division

INFORMATIVE NOTE

Date 3/2/70

This concerns the crash of a Swiss airliner in which seven Americans among thirty-eight persons lost their lives, and Swiss strongly suspect sabotage by a Palestinian terrorist organization. Swiss have now announced crash caused by explosion on board plane and have requested that we conduct inquiries as a matter of Foreign Police Cooperation at the John F. Kennedy Airport in New York in connection with a suspect shipment destined for Tel Aviv, Israel.

New York is being instructed to immediately conduct inquiries since Legat, Bern, has requested a cable reply.

HCF:bsf
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V

VIA TELETYPE

MAR 2 1970

ENCIPHERED

PARAPHRASE IF DISSEMINATED

STATE 393

URGENT 3-2-70

TO DIRECTOR

FROM LEGAT BERN NO. 20

Mr. Tolson
Mr. DeLoach
Mr. Mohr
Mr. Bishop
Mr. Casper
Mr. Callahan
Mr. Conrad
Mr. Felt
Mr. Gale
Mr. Rosen
Mr. Sullivan
Mr. Tavel
Mr. Soyars
Tele. Room
Miss Holmes
Miss Gandy

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO TEL
AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLINGEN, SWITZERLAND,
FPC. FOREIGN POLICE COOPERATION

BERN CABLE
REBERCAB FEBRUARY TWO FOUR LAST.

SWISS ANNOUNCED CRASH CAUSED BY EXPLOSION ON BOARD PLANE.

[REDACTED] ONE SHIPMENT ON BOARD PLANE SENT BY CIRCLE
AIRFREIGHT CORP, JFK AIRPORT, NYC ON FEBRUARY ONE EIGHT LAST
DESCRIBED AS ONE ZERO/ONE THREE SIX LBS. GENERAL CARGO, AWB NO.
ZERO EIGHT FIVE/FIVE THREE SEVEN FOUR SEVEN ONE FIVE/THREE, ADDRESSED
TO INTERNATIONAL FORWARDING CO. OF ISREAL, LOD AIRPORT, TEL AVIV,
ISREAL. [REDACTED] REQUEST FOLLOWING EXPEDITE INVESTIGATION: ONE -
EXACT IDENTIFICATION OF INDIVIDUAL OR FIRM SENDING SHIPMENT,
WHETHER DONE FOR THIRD PERSON, AND IF SO, IDENTIFY. TWO - EXACT
AND DETAILED DESCRIPTION OF CONTENTS OF SHIPMENT, INCLUDING WHETHER

END PAGE ONE

REC 14

EX. - 106

MAR 6 1970

MR. DELOACH FOR THE DIRECTOR

XEROX

MAR 20 1970

PAGE TWO

PERSONAL OR COMMERCIAL, WEIGHT, WHETHER EXPLOSIVE OR FLAMMABLE, IF SO, FLASHPOINT, AND TYPE OF PACKING. THIS OF EXTREME IMPORTANCE, EVEN IF SHIPMENT FALSELY DECLARED FOR CUSTOMS. THREE - EXACT AND COMPLETE ROUTE OF SHIPMENT WITH NAMES OF CARRIERS, FROM TIME OF PACKING TO DELIVERY ON BOARD PLANE, WITH IDENTITIES OF ALL PERSONS HANDLING, AND WHETHER SHIPMENT STORED EN ROUTE OR ACCESSIBLE TO OTHERS WHO MIGHT HAVE CHANGED CONTENTS. FOUR - COPIES OF ALL RECORDS CONCERNING THIS SHIPMENT FROM ORIGIN TO LOADING ON PLANE REQUESTED.

FIVE - ALL PERSONS HAVING ANYTHING TO DO WITH SHIPMENT SHOULD BE ASKED CONCERNING KNOWLEDGE OF CONTENTS AND POSSIBILITY OF CAUSING PLANE CRASH. SPECIAL ATTENTION SHOULD BE PAID TO ARABS OR OTHER SUSPICIOUS PERSONS IN INVESTIGATION. ^{SUBMIT CABLE} SUCAB.

RECEIVED: 12:10 PM HWL

3RD CC: MR; BERNAL

CC- MR. SULLIVAN + *Liaison Section*

3/4/70

CODE

CABLEGRAM

URGENT

TO LEGAT BERN

FROM DIRECTOR FBI



EX - 106

1 - Liaison
1 - [redacted]

b6
b7C

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLINGEN,
SWITZERLAND, FPC.

REURCAB MARCH TWO LAST. ⁻⁸

RECORDS, SWISSAIR CARGO, JOHN F. KENNEDY INTERNATIONAL
AIRPORT (JFK), REVEAL TEN CARTONS, FOUR TOTALING SIXTY POUNDS
OF ELECTRICAL PARTS, HOUSE AIR BILL SEA (SEATTLE) SIX THREE
ZERO ZERO THREE SEVEN TWO, FIVE TOTALING SEVENTY FIVE POUNDS OF
MACHINE PARTS, HOUSE AIR BILL ORD (CHICAGO) SIX ZERO SIX THREE
THREE NINE SIX, AND ONE TOTALING ONE POUND OF ELECTRICAL PARTS,
JFK (NEW YORK) SIX ZERO SEVEN FIVE ONE SEVEN ONE, ALL ON
SWISSAIR AIR BILL FIVE THREE SEVEN FOUR SEVEN ONE FOUR, WERE
LOADED, AS PART OF A CONSOLIDATION OF SIXTY ONE PACKAGES
DESCRIBED AS GENERAL CARGO, DIRECTLY INTO A CART WHICH WAS
SEALED. ABOVE TEN CARTONS RECEIVED FROM CIRCLE AIR FREIGHT
CORPORATION, NEW YORK CITY, WERE TO BE FORWARDED FROM ZURICH
TO TEL AVIV ON AIR BILL FIVE THREE SEVEN ONE FOUR SEVEN ONE
FIVE.

1 - Foreign Liaison Unit (Detached)

HCF:bsf bsf

51 MAR 20 1970 F291

SEE NOTE PAGE THREE

MAIL ROOM ☐ TELETYPE UNIT ☐

Tolson _____
DeLoach _____
Walters _____
Mohr _____
Bishop _____
Casper _____
Callahan _____
Conrad _____
Felt _____
Gale _____
Rosen _____
Sullivan _____
Tavel _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

Cablegram to Legat, Bern

RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLINGEN,
SWITZERLAND, FPC.

[REDACTED] SWISSAIR CARGO, WHO SEALED CART, STATES
NO ACCESS TO FREIGHT POSSIBLE WHILE IN POSSESSION SWISSAIR.
SEAL NUMBER A ZERO ZERO NINE FIVE TWO FIVE INTACT UNTIL
FREIGHT PLACED ON AIRCRAFT FOR FLIGHT ONE ZERO ONE OF
FEBRUARY EIGHTEEN LAST DESTINED FOR ZURICH.

THREE ADDITIONAL SHIPMENTS FLEW ON ILL-FATED FLIGHT
ACCORDING TO INFORMATION RECEIVED BY SWISSAIR, JFK, THROUGH
UNITED NATIONS (UN) INQUIRIES AND SWISSAIR, ZURICH. THESE
THREE SHIPMENTS CONSISTED OF DIPLOMATIC POUCHES ON AIR BILL
FIVE THREE EIGHT ONE SIX SEVEN EIGHT, TWENTY NINE POUNDS,
AIR BILL FIVE THREE EIGHT TWO ONE TWO SIX, FOURTEEN POUNDS,
AND AIR BILL FIVE THREE EIGHT TWO ONE TWO FOUR, FIFTY FIVE
POUNDS, ALL FROM UN, NEW YORK CITY, TO CHIEF ADMINISTRATIVE
OFFICER, UN TRUCE SUPERVISION ORGANIZATION GOVERNMENT HOUSE,
JERUSALEM. DIPLOMATIC POUCHES ALL DISPATCHED FROM JFK CARGO
FACILITY IN SEALED CARTS TO AIRCRAFT. SEALS A ZERO ZERO NINE
SIX TWO TWO AND A ZERO ZERO NINE FIVE ONE SEVEN, INTACT AT
AIRCRAFT. [REDACTED] WHO HANDLED DISPATCH, STATES POUCHES IN
GOOD ORDER WHEN SEALED IN CART. THESE DIPLOMATIC POUCHES WERE
DISPATCHED TO ZURICH ON FLIGHT ONE ZERO ONE, FEBRUARY TWENTY
LAST.

Cablegram to Legat, Bern

RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLINGEN,
SWITZERLAND, FPC.

IDENTITY OF RAMP PERSONNEL WHO LOADED FREIGHT ON SWISSAIR
FLIGHTS ONE ZERO ONE OF FEBRUARY EIGHTEEN AND TWENTIETH BEING
DETERMINED FOR INTERVIEW. COPIES OF DOCUMENTS OBTAINED WILL
BE FORWARDED WITH LHM DETAILING INVESTIGATION.

NOTE:

Foregoing concerns the crash of a Swiss airliner in
which seven Americans among 38 persons lost their lives.
Swiss strongly suspect sabotage by a Palestinian terrorist
organization. Swiss have determined the crash was caused
by an explosion on board the ill-fated plane and in connection
therewith they have requested investigation at New York in
connection with certain cargo that was on this plane.

New York has advised it does not plan to make any
contact with UN personnel regarding the contents of the
above-mentioned diplomatic pouches.

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

MAR 3 1970

TELETYPE

b6
b7C

Mr. Tolson	_____
Mr. DeLoach	_____
Mr. Walters	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Casper	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. Felt	_____
Mr. Gale	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Soyars	_____
Tele. Room	_____
Miss Holmes	_____
Miss Gandy	_____

NR 032 NY PLAIN

9 38PM URGENT 3-3-70 FHK

TO DIRECTOR

FROM NEW YORK

b3
b7E

3P

SR 330

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO TEL
AVIV, FEBRUARY TWO ONE, ONE NINE SEVEN ZERO, WUERENLINGEN,
SWITZERLAND, FPB.

REBUTEL, THREE TWO LAST.

RECORDS, SWISSAIR CARGO, JFK, REFLECT TEN CARTONS, FOUR
AT SIXTY POUNDS ELECTRICAL PARTS, HOUSE AIRBILL SEA (SEATTLE)
SIX THREE ZERO ZERO THREE SEVEN TWO, FIVE AT SEVENTY FIVE
POUNDS MACHINE PARTS, HOUSE AIRBILL ORD (CHICAGO) SIX ZERO SIX
THREE THREE NINE SIX AND ONE AT ONE POUND ELECTRICAL PARTS,
JFK (NEW YORK) SIX ZERO SEVEN FIVE ONE SEVEN ONE, SWISSAIR
AIRBILL FIVE THREE SEVEN FOUR SEVEN ONE FOUR, A CONSOLIDATION
OF SIXTY ONE PACKAGES DESCRIBED GENERAL CARGO WITH INSTANT
TEN TO BE FORWARDED FROM ZURICH TO TEL AVIV ON AIR BILL FIVE
THREE SEVEN ONE FOUR SEVEN ONE FIVE RECEIVED FROM CIRCLE AIR
FREIGHT CORP. AND LOADED DIRECTLY INTO A CART WHICH
END PAGE ONE

EX - 106

REC

MAR 5 1970

MR. DELOACH FOR THE DIRECTOR

Circle to Legat, Bern
3/4/70 HCF:bsf

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PAGE TWO

WAS SEALED. [REDACTED] SWISSAIR CARGO, WHO SEALED
CARTON INTERVIEWED. STATED NO ACCESS TO FREIGHT POSSIBLE
WHILE IN POSSESSION SWISSAIR DUE TO SEALED CARTS.

b6
b7c

SEAL NUMBER A ZERO ZERO NINE FIVE TWO FIVE INTACT UNTIL
FREIGHT PLACED ON AIRCRAFT FOR FLIGHT ONE ZERO ONE OF FEBRUARY
EIGHTEEN LAST. 2/18

THREE ADDITIONAL SHIPMENTS FLEW ON SWISSAIR FLIGHT THREE
THREE ZERO, FEBRUARY TWENTY ONE LAST ACCORDING TO INFORMATION
RECEIVED BY SWISSAIR, JFK THROUGH U.N. INQUIRIES AND SWISSAIR,
ZURICH. THREE SHIPMENTS CONSISTED OF DIPLOMATIC POUCHES ON
AIRBILL FIVE THREE EIGHT ONE SIX SEVEN EIGHT, TWENTY NINE
POUNDS, AIRBILL FIVE THREE EIGHT TWO ONE TWO SIX, FOURTEEN
POUNDS AND AIRBILL FIVE THREE EIGHT TWO ONE TWO FOUR, FIFTY
FIVE POUNDS, ALL FROM U.N., NYC TO CHIEF ADMINISTRATIVE
OFFICER, UN TRUCE SUPERVISION ORGANIZATION GOVERNMENT HOUSE,
JERUSALEM. DIP POUCHES ALL DISPATCHED FROM JFK CARGO FACILITY
IN SEALED CARTS TO AIRCRAFT. SEALS A ZERO ZERO NINE SIX TWO
END PAGE TWO

PAGE THREE

TWO AND A ZERO ZERO NINE FIVE ONE SEVEN, INTACT AT AIRCRAFT.

WHO HANDLED DISPATCH ADVISES POUCHES IN GOOD ORDER WHEN SEALED IN CART.

b6
b7c

INSTANT DIP POUCHES DISPATCHED TO ZURICH ON FLIGHT ONE ZERO ONE, FEBRUARY TWENTY LAST.

IDENTITY OF RAMP PERSONNEL WHO LOADED FREIGHT ON SWISSAIR FLIGHTS ONE ZERO ONE OF FEBRUARY ¹⁰¹EIGHTEEN ¹¹⁸AND TWENTIETH BEING DETERMINED FOR INTERVIEW.

COPIES OF DOCUMENTS OBTAINED WILL BE FORWARDED WITH LHM DETAILING INVESTIGATION.

// UACB, U.N. WILL NOT BE CONTACTED REGARDING THE CONTENTS OF DIP POUCHES DISPATCHED FROM JFK ON SWISSAIR FLIGHT ONE ZERO ONE, FEBRUARY TWENTIETH LAST. 5/20

INVESTIGATION CONTINUING AT NEW YORK.

END

CC- MR. SULLIVAN *Liaison*

F B I

Date:

3/11/70

Transmit the following in _____
(Type in plaintext or code)Via A I R T E L _____
(Priority)

TO: DIRECTOR, FBI

FROM: SAC, OMAHA [REDACTED] (RUC)

b3
b7ESUBJECT: CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV, FEBRUARY 21, 1970,
VULLENLIGEN, SWITZERLAND
FIC
OO: BUREAURe Chicago tels to Director and Omaha 3/5 and 3/6/70,
and Omaha tel to Director and Chicago 3/10/70. -18

Enclosed for the Bureau is the original and five (5) copies of an LHM for dissemination to the Legat, Bern. Also enclosed for the Bureau are Xerox copies of shipping documents pertaining to a shipment from Fisher Controls Co., Marshalltown, Iowa, to Circle Airfreight Co., Schiller Park, Ill., via Tallyho Transport Co. and United Air Lines, 2/13/70, and Fisher Controls Bulletin E-546 which describes the items being shipped.

Investigation conducted in this matter at Marshalltown and Des Moines, Iowa, by SA [REDACTED] and all individuals contacted were advised that information furnished by them would be disseminated to a foreign police agency. None of the persons contacted objected to their names being used in connection with this inquiry.

Omaha Office indices negative with respect to all persons handling pertinent shipment in this matter.

- ② - Bureau (Enc.-12) (Registered Mail - AMSD)
1 - Omaha
CEM:asm
(3)

REC-23

EX-103

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22 MAR 13 1970

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APR 1 1970

Special Agent in Charge

Sent _____ M Per _____



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

Omaha, Nebraska

March 11, 1970

In Reply, Please Refer to
File No.

Crash of Swissair Flight SR 330, Zurich to
Tel Aviv, February 21, 1970, Wuerenligen,
Switzerland

The following investigation was conducted by the
Federal Bureau of Investigation at Marshalltown and Des Moines,
Iowa, on March 9, 1970:

[redacted] Traffic Manager, and [redacted]
[redacted] Manager, Export Department, Fisher Controls Company
(formerly known as Fisher Governor Corporation), Marshalltown,
Iowa, advised their records reveal five (5) Electro-Pneumatic
Transducers, Type 546, were packaged, one to a carton, in
standard cardboard cartons measuring 12 $\frac{1}{2}$ by 10 by 11 $\frac{3}{8}$ inches,
with a 2 $\frac{3}{4}$ inch layer of Styro-Foam on top and a 4 inch layer
of Styro-Foam on bottom of the cartons. [redacted] stated
that these cartons were prepared by former employee, [redacted]
[redacted] white, male, American, age 26, on or about January 27,
1970, who had no knowledge of the consignee or the destination
of the items packaged.

b6
b7C

[redacted] stated these transducers
weigh fifteen pounds each, are used as high pressure valves,
and contain no liquids or gases and meet Canadian Standards
Association requirements for "explosion proof" machinery.

b6
b7C

After packaging, above cartons were placed in a
storage area accessible only to Fisher freight handler,
[redacted] and further processed for shipment to the
Institute of Higher Education, Beer Sheva, Israel, on
February 13, 1970, by Fisher freight dispatchers [redacted]
[redacted]

b6
b7C

[redacted] noted that shipping documents were not
attached to the cartons since the Bill of Lading was a
"sight draft" to be handled by Circle Airfreight Company,
Schiller Park, Illinois, the foreign shipper, for most of
Fisher's exports.

b6
b7C

[redacted]

b3
b7E

Crash of Swissair Flight SR 330,
Munich to Tel Aviv, February 21, 1970,
Wurtenlingen, Switzerland

[redacted] advised his records disclosed that the above described shipment weighing a total of 75 pounds was part of a ten (10) piece shipment with a total gross weight of 352 pounds, destined to Circle Airfreight Company for further distribution. He said this shipment left Fisher's docks during the p.m. of February 13, 1970, via Tallyho Transport, Inc., Marshalltown, Iowa, and United Air Lines, Des Moines, Iowa.

b6
b7C

[redacted] owner, Tallyho Transport Company, advised his records reflect above described shipment picked up at Fisher company at approximately 3:30 p.m., on February 13, 1970, and taken directly to the Des Moines Municipal Airport, Des Moines, Iowa by his driver [redacted] white, male, American, age 40, who is a trusted employee.

[redacted] freight agent, United Air Lines (UAL) Air Cargo, Des Moines Municipal Airport, advised he recalls above Fisher shipment and noted he assisted the Tallyho driver in unloading on February 13, 1970. He said he personally acknowledged receipt of the shipment at 6:30 p.m., February 13, 1970, and shipment remained in a locked area until 7:30 p.m., same date when it was loaded aboard UAL flight 870 which departed Des Moines at 8 p.m., for Chicago, Illinois, and due to arrive at Chicago O'Hare Field at 9:02 p.m., same date. [redacted] noted the shipment was handled by only two other UAL employees, [redacted] white, male, American, age 25, and [redacted] white, male, American, age 30, while in custody UAL, Des Moines. This shipment went out on UAL Airbill Number 016-234-1023.

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All the aforementioned individuals who handled or had access to the Fisher shipment of February 13, 1970 were interviewed, except for [redacted] It was determined that [redacted] is presently near death in a local hospital and [redacted] had no knowledge of the destination of the items he packaged. All persons interviewed recalled the Fisher shipment destined to Israel, and all emphatically stated that shipment was not tampered with in any fashion prior to its being placed aboard UAL flight 870 bound for Chicago, Illinois, on February 13, 1970.

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Pertinent shipping and export documents, along with Fisher's technical Bulletin Number 11-546, which describes the transducers in detail, were obtained for possible further assistance in this matter.

F B I

Date: 3/10/70

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Priority)

TO : DIRECTOR, FBI
FROM : SAC, CHICAGO [REDACTED] (RUC)
SUBJECT: CRASH OF SWISSAIR FLIGHT FR330
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC
OO: BUREAU

b3
b7E

10

Re Chicago teletype to Director and SAC
Omaha, dated 3/5/70.

Enclosed for the Bureau are the original and five
copies of an LHM pertaining to investigation of captioned
matter in the Chicago Division.

The interviewing agents were SAs [REDACTED]
and DAVID J. KWAIT.

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b7C

EX-103

REC-29

b3
b7E

2 - Bureau (Encl. 6)
1 - Chicago

JWG:nlo
(3)

b6
b7CApproved: 21970

Special Agent in Charge

Sent _____ M Per _____

3-16-70

R/S.

b6
b7C



DEC 13 10 29 AM 1970
MAR 20 4 34 PM 1970
REC'D DOM INTELL DIV
REC'D DOM INTELL DIV

Genl Chr 3-27

FBI



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

Chicago, Illinois 60604

March 10, 1970

In Reply, Please Refer to
File No. [redacted]

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b7E

CRASH OF SWISSAIR FLIGHT FR330
ZURICH TO TEL AVIV,
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

The following information was obtained by Special Agents (SAs) of the Federal Bureau of Investigation (FBI), on March 5, 1970:

[redacted] United Air Lines (UAL), Cargo Services Assistant, advised his air line handled ten pieces of hardware on UAL airbill #0162641026, which had arrived at the UAL Freight Dock, O'Hare International Airport, Chicago, from Tallyho Transport, Marshalltown, Iowa, addressed to Circle Airfreight, O'Hare Airport, at 2:07 AM, on February 14, 1970. He stated this freight probably arrived in Chicago on UAL Flight 336, at 12:22 AM on February 14, 1970. He was unable to identify the individuals who unloaded Flight 336 and the freight when handled inside the UAL dock was handled by a total of 160 employees. [redacted]

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[redacted] stated this freight was picked up at 9:00 AM on February 14, 1970 by Circle Airfreight driver [redacted]

b6
b7C

[redacted] Vice President, Circle Airfreight Corporation, 9865 Leland Avenue Schiller Park, Illinois advised [redacted] his driver, picked up ten pieces of freight from UAL on airbill #0162641026 on the morning of February 14, 1970, and brought it to the Circle Airfreight Dock. Five cartons of the freight, weighing seventy-five pounds, had been shipped from Fisher Controls Company, Marshalltown, Iowa to Beer Sheva, Israel, but no shipping documents were attached to the freight. He stated an "on hand" order was prepared by Circle Airfreight and the freight

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ENCLOSURE [redacted]

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CRASH OF SWISSAIR FLIGHT FR330
ZURICH TO TEL AVIV,
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

was stored until February 16, 1970, when the shipping documents arrived by mail from Fisher Controls Company. According to these documents, each carton contained one #546 Electro-pneumatic Transducer, serial numbers 4778444 through 4778448. The shipment had been carried from Fisher Controls Company in Marshalltown, Iowa to Des Moines, Iowa by Tallyho Transport of Marshalltown and was delivered to UAL, Des Moines for shipment to Chicago.

[redacted] further stated only three Circle Airfreight employees handled this freight in Chicago, namely the pick-up driver, [redacted] the storage handler, [redacted] and the delivery driver, [redacted]

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[redacted] pick-up driver, advised he does not recall picking up the five cartons of freight from UAL because of the vast amount of freight he picks up from all of the airlines on a daily basis.

[redacted] storage handler, advised he works alone at the Circle Airfreight Dock on every Saturday, including February 14, 1970. He advised he does not recall a five carton shipment from Fisher Controls Company to Israel, but stated all freight brought in by [redacted] would have been handled by him and placed in the appropriate storage area until it was reshipped to its destination.

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[redacted] delivery driver, advised he thinks he recalls handling a five carton shipment from Fisher Controls Company to someplace in Israel on February 16, 1970, and the reason he recalls the cartons is that each carton seemed to be heavier on one end than on the other. [redacted] stated all five cartons that he recalls were intact and had not been tampered with when he delivered them to UAL.

CRASH OF SWISSAIR FLIGHT FR330
ZURICH TO TEL AVIV,
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

[redacted] American Air Lines (AAL), Freight Supervisor, O'Hare International Airport, Chicago, advised that according to AAL freight manifest and shipper's receipt #AA0010R0000203, twenty-one pieces of freight were delivered to the AAL Freight Dock by Circle Airfreight driver [redacted] at 12:05 AM, on February 17, 1970, and the freight was accepted by AAL freight handler [redacted]. Upon receipt, the twenty-one pieces were routed into the system which employs twenty-three people, any of whom could have handled this freight. According to the manifest, the five cartons, weighing seventy-five pounds, were a part of the twenty-one pieces of freight delivered by Circle Airfreight driver [redacted]. [redacted] stated this freight left Chicago on AAL Flight 830 in Igloo #4920 at 5:20 AM on February 17, 1970, bound for John F. Kennedy Airport, New York, New York.

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[redacted] freight handler, AAL, advised he has no recollection of the receipt of twenty-one pieces of freight from Circle Airfreight nor does he recall a five carton shipment to Israel among the twenty-one pieces.

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b7C

F B I

Date: 3/11/70

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____
(Priority)

TO: DIRECTOR, FBI (Attn: Liaison Section)
FROM: SAC, NEW YORK [REDACTED] (P)
SUBJECT: ^① CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV,
2/21/70
WUERENGLINGEN, SWITZERLAND
FPC
OO: Bureau

b3
b7E

ReBulet to Chicago, 3/9/70.

Enclosed are six copies of an LHM, suitable for dissemination by Legat, Bern.

Investigation conducted by SA JOHN D. GAFFNEY.

③ - Bureau (Encl-6)
(1 - Liaison Section)
2 - New York
TFD/vmm
(6)
1-#27

EX-103

REC-29

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MAR 12 1970

b6
b7C

Approved: [Signature]

2 1970

Special Agent in Charge

Sent _____

M

Per _____



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

New York, New York

March 11, 1970

Crash of Swissair Flight SR 330,
Zurich to Tel Aviv,
February 21, 1970
Wuerenlingen, Switzerland

Thomas E. Lingafelter
75 Dewey Street
Huntington, New York 11743

Next of kin. [redacted]

[redacted] provided the following
information concerning [redacted] Thomas E. Lingafelter:

Race:	White
Sex:	Male
Nationality:	American
Date of birth:	May 21, 1937
Place of birth:	Mentor, Ohio
Height:	5'11 $\frac{1}{2}$ "
Weight:	165 pounds
Build:	Slender
Hair:	Brown, long, with sideburns
Eyes:	Hazel
Scars, marks, tattoos:	None

No false teeth or gold dental work;

Employed as a buyer for Wallachs Clothing Company,
Long Island City, New York.

Mr. Lingafelter was carrying a black leather briefcase or attache case with brass fittings and a gray airline-type simulated leather suitcase, approximately 2 $\frac{1}{2}$ ' long by 2' in height. The suitcase contained two suits and a sport coat, all of which bore labels of the Bloomingdale store. The color or the nature of the material of the clothing was unknown.

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b7E

Crash of Swissair Flight SR 330,
Zurich to Tel Aviv,
February 21, 1970,
Wuerenglingen, Switzerland

Mr. Lingafelter carried colored and striped shirts, descriptions of which were unknown. He wore low boot-type shoes (Chukka Boots).

He wore no rings but had a gold Omega wrist watch with a striped cloth band. He carried a brown leather wallet, one United States passport (number unknown) bearing his photograph, and a Cross ballpoint pen and pencil set bearing the initials "TEL." He carried an electric shaver bearing the label "Abercrombie and Fitch."

He would be carrying assorted business papers and possibly traveler's checks.

The family dentist is

[REDACTED]

[REDACTED]

b6
b7C

FBI

Date: 3/10/70

REC-73

Transmit the following in _____
(Type in plaintext or code)

MAR 23 1970

Via AIRTEL _____
(Priority)

TO DIRECTOR, FBI
FROM *AB* LEGAT, BERN [redacted] (P)

CRASH OF SWISSAIR FLIGHT SR 330,
ZÜRICH TO TEL AVIV, 2/21/70
WÜRENLINGEN, SWITZERLAND
FPC

ReBucab 3/9/70 and BERcab 3/2/70.

Information furnished by [redacted]
[redacted] has been made the subject of an LHM, 5 copies of
which are enclosed.

Request of Bureau

The Bureau is requested to check names of
[redacted] in Bufiles, if
practicable, for any evidence of sympathy with Palestinian
liberation movements or pro-Arab sympathies. The Bureau is
further requested to check all names of personnel developed in
future as having direct contact with shipments in this case.

- ⑥ - Bureau (5 encls)
(1 - NYC) (1 encl)
(1 - St. Louis) (1 encl)
(1 - Liaison)

1 - Bern

HDG:rn

(7)

R/S to Bern 4/2/70
1 cc + ltr Chicago, St Louis + New York
1 LHM 3/18/70
AC7/jan

MAR 16 1970

55 APR 15 1970

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

[REDACTED]
HDG:rn

Leads

THE NEW YORK OFFICE
At the United Nations

Will, if possible, conduct investigation as outlined in reBERcab regarding shipments from UN to Israel as listed in LHM. If investigation not possible, will ascertain proper channel for Swiss to have this done.

THE ST. LOUIS OFFICE
At St. Louis, Missouri

Will conduct investigation as outlined in reBERcab regarding shipment from Store Instrument Co. to Israel, as listed in LHM.

One copy of reBERcab is enclosed for the New York and St. Louis Offices as an investigative aid.



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

WASHINGTON, D.C. 20535

In Reply, Please Refer to
File No.

March 10, 1970

CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND

[REDACTED] have informed as follows:

b7D

Knowledge of the exact contents of the shipments which were on the plane is of the utmost importance in this case. Among these shipments were the following:

1 - Shipment AWB 085/5381 678, 1/29 lbs.
Diplomatic Pouch, sent from the Chief Administrative Office, Truce Supervision Organization, United Nations, New York.

2 - Shipment AWB 085/5382 124, 1/55 lbs.
Diplomatic Pouch No. 33, sent by the Chief Administrative Officer, Truce Supervision Organization, United Nations, New York.

3 - Shipment AWB 085/5382 125, 2/96
Diplomatic Pouches, Nos. 34 and 35, sent by the Chief Administrative Officer, Truce Supervision Organization, United Nations, New York.

4 - Shipment AWB 085/5338 391, 1/12 lbs.
medical and surgical instruments, sent by Store Instrument Co., 4970 Addison Avenue, St. Louis, Missouri.

"This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency."

- 1* -

b3
b7E

Federal Bureau of Investigation
Records Branch

, 19__

☐ Name Searching Unit - Room 6527☐ Service Unit - Room 6524☒ Forward to File Review ☐ b6☐ Attention ☐ b7C☐ Return to 1006 9117

Supervisor

Room

Ext.

Type of References Requested:

☐ Regular Request (Analytical Search)☒ All References (Subversive & Nonsubversive)☐ Subversive References Only☐ Nonsubversive References Only☐ Main _____ References OnlyType of Search Requested: *Ill.*☒ Restricted to Locality of _____☐ Exact Name Only (On the Nose)☐ Buildup☐ VariationsSubject ☐Birthdate & Place ☐Address ☐

b6

b7C

Localities

R# *663*Date *3/23*Searcher *714*

Initials

Prod. *16p*

FILE NUMBER

SERIAL

*MAR 24 1970*NI *29-28664*NI *42-29265 9*NI *100-12 9633*NI *100-381735*NI *46-34144-2*NI *61-777-32-7X*NI *100-12 9633-1133* NINI *100-135-9-113-163*NI *-18*NI *100-7660-2382*NI *100-231294-12* NINI *100-52894-139*NI *121-14922-13*NI *140-18218-3**MAR 27 1970*

Federal Bureau of Investigation
Records Branch

_____, 19____

☐ Name Searching Unit - Room 6527
☐ Service Unit - Room 6524
☐ Forward to File Review
☐ Attention _____
☐ Return to _____

Supervisor
Room
Ext.

Type of References Requested:

☐ Regular Request (Analytical Search)
☒ All References (Subversive & Nonsubversive)
☐ Subversive References Only
☐ Nonsubversive References Only
☐ Main _____ References Only

Type of Search Requested:

☒ Restricted to Locality of Ill.
☐ Exact Name Only (On the Nose)
☐ Buildup ☐ Variations

Subject

Birthdate & Place

Address

b6

b7C

Localities

R#

Date

 3/23
 Searcher Initials 714

Prod.

FILE NUMBER

MAR 24 1970

MAR 27 1970

Federal Bureau of Investigation
Records Branch

_____, 19____

☐ Name Searching Unit - Room 6527
☐ Service Unit - Room 6524
☐ Forward to File Review
☐ Attention _____
☐ Return to _____

Supervisor Room Ext.

Type of References Requested:

☐ Regular Request (Analytical Search)
☒ All References (Subversive & Nonsubversive),
☐ Subversive References Only
☐ Nonsubversive References Only
☐ Main _____ References Only

Type of Search Requested:

☒ Restricted to Locality of _____
☐ Exact Name Only (On the Nose)
☐ Buildup ☐ Variations

Subject _____
 Birthdate _____
 Address _____

b6

b7C

Localities _____

R# _____ Date 3/23 Searcher Initials 714Prod. _____
 FILE NUMBER MAR 24 1970 SERIAL _____

MAR 27 1970

(Copies to Offices Checked)

☐ Albany
☐ Albuquerque
☐ Alexandria
☐ Anchorage
☐ Atlanta
☐ Baltimore
☐ Birmingham
☐ Boston
☐ Buffalo
☐ Butte
☐ Charlotte
☐ Chicago
☐ Cincinnati
☐ Cleveland
☐ Columbia
☐ Dallas
☐ Denver
☐ Detroit
☐ El Paso
☐ Honolulu

☐ Houston
☐ Indianapolis
☐ Jackson
☐ Jacksonville
☐ Kansas City
☐ Knoxville
☐ Las Vegas
☐ Little Rock
☐ Los Angeles
☐ Louisville
☐ Memphis
☐ Miami
☐ Milwaukee
☐ Minneapolis
☐ Mobile
☐ Newark
☐ New Haven
☐ New Orleans
☐ New York City

☐ Norfolk
☐ Oklahoma City
☐ Omaha
☐ Philadelphia
☐ Phoenix
☐ Pittsburgh
☐ Portland
☐ Richmond
☐ Sacramento
☐ St. Louis
☐ Salt Lake City
☐ San Antonio
☐ San Diego
☐ San Francisco
☐ San Juan
☐ Savannah
☐ Seattle
☐ Springfield

☐ Tampa
☐ Washington Field
☐ Quantico

TO LEGAT:

☐ Bern
☐ Bonn
☐ Buenos Aires
☐ Hong Kong
☐ London
☐ Madrid
☐ Mexico, D.F.
☐ Ottawa
☐ Paris
☐ Rome
☐ Tokyo

Date 4-2-70

RE:

**CRASH OF SWISS AIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC**

☐ Bufile ☐ on ☐ For appropriate action ☐ Surep, by _____

☐ The enclosed is for your information. If used in a future report,
☐ conceal all sources, ☐ paraphrase contents. b3
b7E

☐ Enclosed are corrected pages from report of SA _____
dated _____

Remarks: **Bern File** ☐

Reurairtel 3-10-70.

**A search of Bureau files revealed no information
identifiable with ☐**

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b7C

Inquiry continues.

Enc.
Bufile
Urfile

UNITED STATES GOVERNMENT

Memorandum

TO : DIRECTOR, FBI

DATE: 3/13/70

FROM : SAC, NEW HAVEN [REDACTED] (RUC)

b3
b7E

SUBJECT: CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC

RE: Bureau letter, 3/9/70

Enclosed for the Bureau are 6 copies of an LHM regarding captioned matter.

The following enclosures are being sent by separate cover due to their size.

Two envelopes containing two each, Xray prints of teeth of the late Dr. and Mrs. EDWIN R. WEINERMAN. These are to be returned to [REDACTED]

b6
b7C

Five Xrays of rib cage and chest area of MERTON MEYERSON made available by [REDACTED]. He does not desire their return.

One dental chart and three Xrays of teeth of MERTON MEYERSON as made available by [REDACTED]. This dental chart and Xray do not need to be returned.

The Bureau should note that WEINERMAN served in the U.S. Army and has FBI Identification No. 380386B. The Bureau should obtain a copy of these prints and forward them to [REDACTED]

b7D

The investigation at Hartford, Conn. was conducted by SA [REDACTED] at New Haven by SA [REDACTED] and Stamford by SA [REDACTED]

b6
b7C

- 3 - Bureau (Encs. 6)
- (1-package)
- 1 - New Haven
- RAM:jml
- (4)

Package sent Bern by 3/9/70
Confidential air pouch
REC-19
2 Bern
1cc x 3 cc LHM
1 FPC card of Dr. Weinerman from Ident files
3/9/70 RA

b3
b7E



66 APR 2 1970



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

New Haven, Connecticut

March 13, 1970

In Reply, Please Refer to
File No.

CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, February 21, 1970
WUERENLINGEN, SWITZERLAND

RE: EDWIN RICHARD WEINERMAN

Records of the Federal Bureau of Investigation, New Haven, Connecticut, disclosed the following concerning EDWIN RICHARD WEINERMAN: white, male, born July 17, 1917, at Hartford, Connecticut, served in the U.S. Army Medical Corps with Army Serial Number 0-435-417. He has FBI Identification No. 380386B.

On March 11, 1970, [redacted] secretary, Yale University, New Haven, Connecticut, advised a representative of the FBI that she was formerly secretary to Dr. EDWIN RICHARD WEINERMAN. She described him as follows: white, male, 5'10", 160 pounds, slender build, full head of gray hair, parted on left, hazel eyes, sallow complexion, no moustache or beard, wore glasses occasionally, does not know identity of optician, no known visible scars or marks, occupation medical doctor, employed at Yale University as professor of public health (medical care) and medicine, residence 5 Eastland Road, Hamden, Connecticut, smoked pipe, make, style and tobacco unknown, was wearing new Accutron wristwatch, model unknown.

[redacted] was with Dr. WEINERMAN and his wife at their home for dinner on the evening of February 16, 1970. They informed her that they were only taking a few pieces of relatively inexpensive luggage on the trip. She did not know the make, style or color. She did not know the contents of their wardrobe.

[redacted] stated the WEINERMANs planned to take a commercial limousine to the John F. Kennedy International Airport, New York, sometime on February 17, 1970.

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b6
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b7E

**CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, February 21, 1970
WUERENLINGEN, SWITZERLAND**

She knows of no one who saw the WEINERMANS depart from the Hamden - New Haven area and/or the airport.

Dr. WEINERMAN's children are [REDACTED]

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His parents are Mr. and Mrs. DAVID SOLNER WEINERMAN, 779 Prospect Street, West Hartford, Connecticut. He has a brother, [REDACTED]

Their itinerary was as follows: depart New York via Swissair flight 111, February 17, 1970, at 6:50 p.m. EST; February 18-21, 1970 Hotel Grand-Pre, Rue du Grand-Pre, 35, Geneva; February 21, 1970, depart Geneva for Zurich at 11 a.m. via Swissair Flight 927, arrive Zurich 1 p.m.; depart Zurich via Swissair Flight 330.

[REDACTED] stated that [REDACTED] has been handling inquiries regarding the deceased and there are no relatives residing at their former home. They had no live-in or part-time maid.

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b7C

On March 11, 1970, [REDACTED] was contacted at his place of employment Southern New England Construction Company, Hartford, by a representative of the FBI. He could add nothing to the afore-mentioned identifiable data. He stated that he, his parents, Mrs. WEINERMAN's parents, nor the deceased children did see them depart the United States and therefore, do not know the identity of their apparel or luggage. He is handling their matters until their executor for the estate is appointed.

On March 12, 1970, [REDACTED] Suite B, 111 Park Street, New Haven, advised a representative of the FBI he was the personal physician for the WEINERMANS. He furnished the following possible additional identifying

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CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, February 21, 1970
WUERENLINGEN, SWITZERLAND

data regarding Dr. WEINERMAN: Xanthelasma of the eyes; no cut scars; raspberry birthmark left mid abdomen, calcification of arteries in both legs, common type. He did not know the blood type of Dr. WEINERMAN.

On March 12, 1970, [redacted]

[redacted] stated he was the WEINERMAN's dentist. He stated that Dr. WEINERMAN had a normal set of teeth (28). Only wisdom teeth missing.

[redacted] furnished two Xray photos of Dr. WEINERMAN's teeth, taken July 18, 1969.

[redacted] does desire that the above prints be returned to him.

RE: SHIRLEY BASCH WEINERMAN, Also Known As
Mrs. EDWIN R. WEINERMAN

On March 11, 1970, [redacted] furnished the following information re SHIRLEY BASCH WEINERMAN: born February 22, 1918, in Hartford, white, female, 5'5", 130 pounds, medium build, light brown - grayish hair, hazel eyes, dark complexion, wife of Dr. EDWIN WEINERMAN, married December 23, 1940, at Hartford, parents Mr. and Mrs. CHARLES BASCH, 10 Pinecrest Road, West Hartford.

On March 11, 1970, [redacted] advised that Mrs. WEINERMAN had told him that while on their intended trip to Europe, she planned to wear a plain gold wedding band and an inexpensive Mexican-made ring with a topaz stone. She did not plan to carry any expensive jewelry, luggage or clothing.

On March 11, 1970, [redacted] furnished the following possible identifiable data concerning Mrs. WEINERMAN: wore reading glasses occasionally, scars two low abdominal hysterectomy scars dated 1953 and 1957 which appeared as one; one transverse super pubic scar; uterus absent;

CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, February 21, 1970
WUERENLINGEN, SWITZERLAND

osteo arthritis, changes in fingers of both hands. She was taking the following medication and would have had these tablets with her: Premarin 1.25 gm tablets Ayerst brand; Aldactazide tablets, Searle brand.

On March 12, 1970, [] advised that Mrs. WEINERMAN had a normal set of teeth (28); only wisdom teeth absent. [] furnished two Xray prints of Mrs. WEINERMAN's teeth taken December 1, 1969.

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b7C

He desires that they be returned to him.

RE: MERTON IRWIN MEYERSON

On March 12, 1970, []
[] furnished the following information to a representative of the FBI:

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MERTON IRWIN MEYERSON, also called Mel Meyerson, was born May 3, 1932, at Bronx, New York. He was a white, male, married [] not known to have been fingerprinted, no previous military service, Social Security No. 100-24-8262, residence []
[] employed executive Wallach's, 32-36 47th Avenue, New York City, New York, 6', 200 pounds, large build, brown hair, conventional cut, brown eyes, reading glasses, but seldom used, medium complexion, no moustache or beard; scars: broken right little finger at last joint never set, always slanted down, no tattoos, smoked Salem cigarettes; clothing:

one dozen ties - wide ties - all new - Gant
Hathaway, Lanvin, Bronzini, bright and vivid
colors, solid range, green

red sweater - pullover imported

two pair slack, light brown and gray, new,
bell bottoms, size W-38

Blue velvet tuxedo

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV, February 21, 1970
WUERENLINGEN, SWITZERLAND

one pair brown shoes, tortise patent loafer,
slick texture - 9 $\frac{1}{2}$ D

one pair black leather side buckle shoes 9 $\frac{1}{2}$ D

dozen pair shorts varied colors

one dozen white crewneck T shirts

one dozen handkerchiefs

one greenish gray suit, 42L coat W38

one Navy pinstrip suit, 42L coat W38

one overcoat, double breasted brown tweed

one pair brown gloves

one dozen shirts assorted vivid colors, strips,
checks, no solids - Gant or Hathaway

one brown belt

one black belt

8-12 socks, brown and gray

no raincoat

Name MEYERSON stamped in shirts which may not have
been new. No known drycleaning marks as suits and trousers
were brand new.

Jewelry: stainless steel, wristwatch, with
black leather band with silver ring, silver bar, silver wing,
and then silver clasp, manufacturer unknown; one gold wedding
band, no inscription; plain gold tie clip, cufflinks with
mother of pearl buttons and gold threads; Zippo cigarette
lighter, silver color; gold pen and pencil set, Cross
manufacturer.

**CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV, February 21, 1970
WUERENLINGEN, SWITZERLAND**

Broken bones: above noted broken right little finger; fractured right ninth rib, broken leg at age 4, break between ankle and knee does not know if right or left leg, no Xray available.

Luggage: Attache case, rawhide, filled to capacity with business papers;

Wings manufacturer luggage, brown

one three suiter - new

one smaller suitcase, zipper on three sides to open; two zipper compartments

Documents: passport, health certificate, credit cards, executive credit American Express, small 1970 date book, black with pen and pencil, business cards with his name, regular billfold black.

Shaving gear: brown zipper leather shaving bag, tartan plaid lining, red, green, black, Hoffritz razor - double edge, Wilkenson blades, black comb, Vitalis hair oil, toothpaste and brush, Bay Rhum shaving lotion.

On March 12, 1970, [redacted]

[redacted] was contacted by a representative of the FBI. He made available three Xrays of MEYERSON's teeth and a dental chart reflecting nine upper teeth missing, replaced by partial plate. He advised that it was not necessary that these items be returned to him.

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On March 12, 1970, [redacted]

[redacted] advised a representative of the FBI he was the personal physician of MEYERSON. He does not know Mr. MEYERSON's blood type. He stated that he was not taking any medication to his knowledge.

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV, February 21, 1970
WUERENLINGEN, SWITZERLAND

b6
b7C

[redacted] advised a representative of the FBI on March 12, 1970, that he took Xray pictures of MEYERSON at a time that it was believed that MEYERSON may have fractured ribs. His office made available five Xrays of MEYERSON's rib cage and lung area showing the right ninth rib with fracture.

[redacted] stated these Xrays do not need to be returned.

EX-103

3/13/70

CODE

b3
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CABLEGRAM

URGENT

REC 67

TO LEGAT BERN

1 - Liaison
1 - Foreign Liaison
1 -

FROM DIRECTOR FBI

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE LAST, WUERENGLINGEN, SWITZERLAND, FPC.
REURCAB MARCH TWO LAST.

JANUARY SIX LAST, RDT ELECTRONICS ENGINEERING LIMITED,
TEL AVIV, ISRAEL, ORDERED MINIATURE SOLID STATE CONTROL
TRANSFORMER FROM DATA DEVICE CORPORATION, HICKSVILLE, NEW YORK.

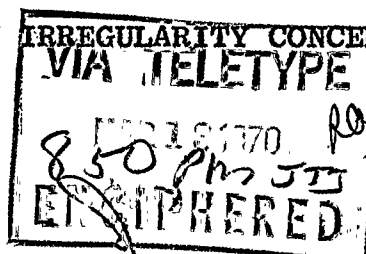
FEBRUARY ONE SEVEN LAST, DATA DEVICE CORPORATION PREPARED
PART FOR SHIPMENT. PART IS A SMALL SEALED SOLID STATE
ELECTRONICS COMPONENT WEIGHING LESS THAN ONE POUND AND NOTHING
COULD BE PLACED INSIDE THE PART. THE ITEM WAS NOT PACKED IN A
MATERIAL OF HIGHLY COMBUSTIBLE OR EXPLOSIVE NATURE. PACKER WAS
INTERVIEWED AND STATED THERE WAS NO IRREGULARITY IN PACKAGE.

FEBRUARY ONE SEVEN LAST, LAPADULA AIR FREIGHT TRANSFER
COMPANY PICKED UP THIS PACKAGE FROM DATA DEVICE CORPORATION AND
BROUGHT IT TO LAPADULA WAREHOUSE. ALL EMPLOYEES OF LAPADULA
WHO WERE WORKING ON FEBRUARY ONE SEVEN LAST INTERVIEWED AND

NONE REMEMBER ANY IRREGULARITY CONCERNING PACKAGE.

RRA:wmk

(5)



SEE NOTE PAGE

56 MAR 31 1970

MAIL ROOM TELETYPE UNIT

b6
b7C

Tolson _____
DeLoach _____
Walters _____
Mohr _____
Bishop _____
Casper _____
Callahan _____
Conrad _____
Felt _____
Gale _____
Rosen _____
Sullivan _____
Tavel _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

CABLEGRAM TO LEGAT, BERN

RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE LAST, WUERENGLINGEN, SWITZERLAND,
FPC

FEBRUARY ONE SEVEN LAST, SHIPMENT PICKED UP AT LAPADULA
BY CIRCLE AIR FREIGHT COMPANY DRIVER AND BROUGHT TO CIRCLE
AIR FREIGHT WAREHOUSE AT SEVEN FIVE THREE P.M. ALL EMPLOYEES
CIRCLE AIR FREIGHT HAVING ACCESS TO TRUCKS AND WAREHOUSE
INTERVIEWED AND NONE NOTED ANY IRREGULARITY IN THE PACKAGE.

FEBRUARY ONE SEVEN LAST, CIRCLE AIR FREIGHT, NEW YORK,
RECEIVED SHIPMENT CONTAINING FIVE BOXES FROM CIRCLE AIR FREIGHT,
CHICAGO, ILLINOIS, VIA AMERICAN AIRLINES, AND A SHIPMENT
CONTAINING FOUR BOXES FROM CIRCLE AIR FREIGHT, SEATTLE,
WASHINGTON, VIA NORTHWEST ORIENT AIRLINES. ONE OF THE BOXES
IN SHIPMENT FROM SEATTLE WAS PARTLY OPENED AND A NOTE OF THIS
MADE BY EMPLOYEE OF NORTHWEST ORIENT AIRLINES. THIS EMPLOYEE
INTERVIEWED AND STATED CARTON PARTLY OPENED BECAUSE OF CARGO
HANDLING. CIRCLE AIR FREIGHT PICKED UP THESE SHIPMENTS FROM
THE AIRLINES AND BROUGHT THEM TO THE CIRCLE AIR FREIGHT
WAREHOUSE.

CIRCLE AIR FREIGHT STATED THE PARTLY OPENED PACKAGE HAD
BEEN RESEALED PRIOR TO PICKUP AT NORTHWEST ORIENT BY CIRCLE
FREIGHT PERSONNEL. NO DISCREPANCIES WERE NOTED IN ANY OF THE
OTHER PACKAGES.

THESE TWO SHIPMENTS ALSO DESTINED FOR TEL AVIV TOGETHER
WITH SHIPMENT FROM DATA DEVICE CORPORATION WERE CONSOLIDATED
INTO SHIPMENT OF MATERIAL BOUND FOR ZURICH, SWITZERLAND, UNDER

CABLEGRAM TO LEGAT, BERN

RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWO ONE LAST, WUERENGLINGEN, SWITZERLAND,
FPC

SWISSAIR BILL ZERO EIGHT FIVE DASH FIVE THREE SEVEN SPACE
FOUR SEVEN ONE FOUR. UPON ARRIVAL ZURICH THE CONSOLIDATION
OF SEATTLE, CHICAGO, AND NEW YORK PACKAGES TOTALING TEN
PACKAGES, TOTAL WEIGHT ONE THREE SIX POUNDS, WAS TO BE SENT
ON TO TEL AVIV UNDER SWISSAIR BILL ZERO EIGHT FIVE DASH
FIVE THREE SEVEN SPACE FOUR SEVEN ONE FIVE. THERE WERE NO
IRREGULARITIES IN THE PACKAGES WHEN DELIVERED TO SWISSAIR
BY CIRCLE AIR FREIGHT.

SWISSAIR CARGO HANDLING PERSONNEL, PRIVATE GUARD FORCE
AT SWISSAIR FREIGHT TERMINAL AND NEW YORK PORT AUTHORITY
PD NOTED NO IRREGULARITIES IN THESE SHIPMENTS.

NO IRREGULARITIES WERE NOTED IN DIPLOMATIC MAIL SHIPMENT
SENT FROM THE UN, NEW YORK, VIA SWISSAIR FLIGHT ONE ZERO ONE
ON FEBRUARY TWO ZERO LAST ACCORDING TO SWISSAIR PERSONNEL.
THESE DIPLOMATIC MAIL SHIPMENTS WERE SUBSEQUENTLY PLACED
ABOARD SWISSAIR FLIGHT SR THREE THREE ZERO WHICH CRASHED.
NO CONTACT MADE WITH UN CONCERNING NATURE OF CONTENTS OF
DIPLOMATIC MAIL SHIPMENTS. LHM FOLLOWS.

NOTE: Foregoing concerns crash of Swissair airlines in which
17 Americans among 38 persons lost their lives. Swiss suspect
sabotage by a Palestinian terrorist organization. Swiss
determined crash caused by explosion on board and they have
requested inquiry in connection with certain cargo carried
by ill-fated flight.

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

MAR 12 1970

TELETYPE

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b7C

Mr. Tolson	
Mr. Felt	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	
Miss Gandy	

NR034 NY PLAIN

720 PM URGENT 3-12-70 JJT

TO DIRECTOR

FROM NEW YORK

4P

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CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO ZURICH TO TEL AVIV
FEBRUARY TWO ONE LAST. WUERENGLINGEN SWITZERLAND. FPC

REBUTEL TO NY MARCH TWO LAST.

JANUARY SIX LAST RDT ELECTRONICS ENGINEERING LIMITED
TEL AVIV ISRAEL ORDERED MINIATURE SOLID STATE CONTROL TRANSFORMER
FROM DATA DEVICE CORPORATION HICKSVILLE NY USA

FEBRUARY SEVENTEEN LAST DATA DEVICE CORPORATION PREPARED
THE PART FOR SHIPMENT. PART IS A SMALL SEALED SOLID STATE
ELECTRONICS COMPONENT WEIGHING LESS THAN ONE POUND. NOTHING
COULD BE PLACED INSIDE THE PART. THE ITEM WAS NOT PACKED IN
A MATERIAL OF HIGHLY COMBUSTIBLE OR EXPLOSIVE NATURE.

THE PACKER WAS INTERVIEWED AND STATED THERE WAS NO IRREGULARITY
IN THE PACKAGE.

END PAGE ONE

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EX-103

REC 67

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b7E

5 MAR 20 1970

Call log to the legal office
3/13/70
RCA:anne

PAGE TWO

FEBRUARY SEVENTEEN LAST LAPADULA AIR FREIGHT TRANSFER CO. PICKED UP THIS SHIPMENT FROM DATA DEVICE CORPORATION AND BROUGHT IT TO THE LAPADULA WAREHOUSE. ALL EMPLOYEES OF LAPADULA WHO WERE WORKING ON FEBRUARY SEVENTEEN WERE INTERVIEWED AND NONE REMEMBER ANY IRREGULARITY CONCERNING THE PACKAGE.

FEBRUARY SEVENTEEN LAST SHIPMENT PICKED UP AT LAPADULA BY CIRCLE AIR FREIGHT CO. DRIVER AND BROUGHT TO CIRCLE AIR FREIGHT WAREHOUSE AT SEVEN FIFTYTHREE PM. ALL EMPLOYEES OF CIRCLE AIR FREIGHT HAVING ACCESS TO TRUCKS AND WAREHOUSE INTERVIEWED AND NONE NOTED ANY IRREGULARITY IN THE PACKAGE.

FEBRUARY SEVENTEEN LAST CIRCLE AIR FREIGHT NY, RECEIVED SHIPMENT CONTAINING FIVE BOXES FROM CIRCLE AIR FREIGHT CHICAGO ILLINOIS USA VIA AMERICAN AIRLINES AND A SHIPMENT CONTAINING FOUR BOXES FROM CIRCLE AIR FREIGHT SEATTLE WASHINGTON USA VIA NORTHWEST ORIENT AIRLINES. ONE OF THE BOXES IN THE SHIPMENT FROM SEATTLE WAS PARTLY OPENED AND A NOTE OF THIS WAS MADE BY AN EMPLOYEE OF NORTHWEST ORIENT AIRLINES.

END PAGE TWO

PAGE THREE

THIS EMPLOYEE INTERVIEWED AND STATED CARTON PARTLY OPENED BECAUSE OF CARGO HANDLING. CIRCLE AIR FREIGHT PICKED UP THESE SHIPMENTS FROM THE SIR LINES AND BROUGHT THEM TO THE CIRCLE AIR FREIGHT WAREHOUSE.

CIRCLE AIR FREIGHT STATED THE PARTLEY OPENED PACKAGE HAD BEEN RESEALED PRIOR TO PICKUP AT NORTHWEST ORIENT BY CIRCLE FREIGHT PERSONNEL. NO DISCREPANCIES WERE NOTED IN ANY OF THE OTHER PACKAGES.

THESE TWO SHIPMENTS ALSO DESTINED FOR TEL AVIV TOGETHER WITH SHIPMENT FORM DATA DEVICE CORPORATION WERE CONSOLIDATED INTO SHIPMENT OF MATERIAL BOUND FOR ZURICH SWITZERLAND UNDER SWISSAIR BILL ZERO EIGHT FIVE DASH FIVE THREE SEVEN SPACE FOUR SEVEN ONE FOUR. UPON ARRIVAL ZURICH THE CONSOLIDATION OF SEATTLE CHICAGO AND NY PACKAGES TOTALING TEN PACKAGES TOTAL WEIGHT ONE THREE SIX POUNDS WAS TO BE SENT ON TO TEL AVIV UNDER SWISSAIR BILL NUMBER ZERO EIGHT FIVE DASH FIVE THREE SEVEN SPACE FOUR SEVEN ONE FIVE. THERE WERE NO IRREGULARITIES IN THESE PACKAGES WHEN DELIVERED TO SWISSAIR BY CIRCLE AIR FREIGHT.

SWISSAIR CARGO HANDLING PERSONNEL, PRIVATE GUARD FORCE AT SWISSAIR FREIGHT TERMINAL AND NY PORT AUTHORITY PD NOTED NO IRREGULARITIES IN THESE SHIPMENTS.

END PAGE THREE

PAGE FOUR

NO IRREGULARITIES WERE NOTED IN DIPLOMATIC MAIL SHIPMENT
SENT FROM THE UN NY USA VIA SWISSAIR FLIGHT ONE ZERO ONE ON
FEBRUARY TWENTY LAST ACCORDING TO SWISSAIR PERSONNEL.

THESE DIPLOMATIC MAIL SHIPMENTS WERE SUBSEQUENTLY PLACED */*
*A*BOARD SWISSAIR FLIGHT SR THREE THREE ZERO WHICH CRASHED.

NO CONTACT WAS MADE WITH UN CONCERNING THE NATURE OF
THE CONTENT OF THE DIPLOMATIC MAIL SHIPMENTS.

DETAILED LHM FOLLOWS.

INVESTIGATION IN NY COMPLETED. P.

END

cc Liaison

F B I

Date: 3/13/70

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Priority)b6
b7C

TO: DIRECTOR, FBI
(Attention: Liaison Section)

FROM: SAC, NEW YORK [REDACTED] (RUC)

SUBJECT: CRASH OF SWISSAIR FLIGHT
SR 330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND
FPC

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b7EReButeletype to NY, 3/2/70³

Enclosed for the Bureau are six copies of an LHM,
with attachments, suitable for dissemination to Legat, Bern.

Investigation conducted in NYO follows:

Data Device Corp. SA [REDACTED]
SA JOHN H. GRANT

Circle Airfreight SA [REDACTED]
SA JOHN H. GRANT

Lapadula Airfreight
Transfer

SA [REDACTED]
SA [REDACTED]b6
b7C

6-11-70 20 Bern
10243 e
170-7
3/16/70
3 - Bureau
(1 - Liaison Section)
1 - New York

TFD:mmz
(5)

3 MAR 14 1970

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57 MAR 26 1970

Approved: _____
Special Agent in Charge

Sent _____ M Per _____



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JFK Airport,
Swissair, Northwest
Orient Airlines

SA



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b7C



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

New York, New York

March 13, 1970

In Reply, Please Refer to
File No.

Crash of Swissair Flight
SR 330
Zurich to Tel Aviv
February 21, 1970
Wuerenlingen, Switzerland

R. D. T. Electronics Engineering Limited, Post
Office Box 21082, 19 Prof. Shor Street, Tel Aviv, Israel,
on January 6, 1970, ordered from Data Device Corporation,
100 Tec Street, Hicksville, New York 11801, United States
of America (USA), one 14 bit miniature solid state control
transformer. Order number CAD/547/3159/7301.

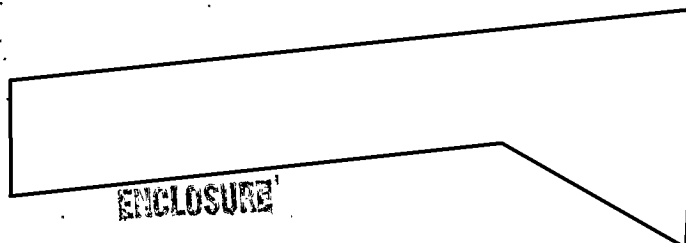
Data Device Corporation provided specifications
of this control transformer, which is a completely sealed,
solid state electronics part, weighing less than one pound
and containing no material of an explosive or highly combustible
nature. Nothing could be placed inside the part.

This order received at Data Device Corporation
January 19, 1970. It was packed and shipped on February
17, 1970, by [REDACTED] The part was packed
in plastic foam, plastic bubble pack (which is pliable
plastic sheet material containing large air bubbles), and
tissue paper. It was then placed into a cardboard box
which was sealed with tape, and to which address labels
were affixed. There were no irregularities in this package.

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This package was picked up at Data Device Corporation
on February 17, 1970, by [REDACTED] of Lapadula Airfreight
Transfer (Lapadula Manifest number 141655). [REDACTED]
noted no irregularity concerning this package. The package
was taken to the warehouse storage area of Lapadula Airfreight
Transfer at 149-04 New York Boulevard, Queens, New York, USA.

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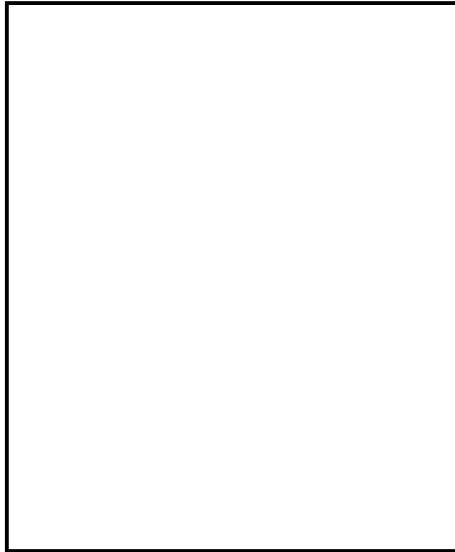


ENCLOSURE

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Crash of Swissair Flight

Employees of this company, who had access to the storage area, were interviewed and noted nothing unusual about this package. These employees are as follows:



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On the evening of February 17, 1970,  of Circle Airfreight Corporation, picked up this package from the Lapadula warehouse and brought it to the Circle Airfreight Corporation warehouse at 147-26 176th Street, Jamaica, New York, USA, at 7:53 p.m. All employees who had access to the warehouse while the package was there were interviewed, and they noted no irregularities concerning this package. These employees are as follows:

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- manager

Crash of Swissair Flight



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The part from Data Device Corporation was readied for shipment on Circle Airfreight Corporation Air Waybill number 6075171.

On February 17, 1970, a shipment consisting of five pieces, total weight 75 pounds, on Circle Airfreight Air Waybill 6063396, was received by Circle Airfreight, New York, USA, from Circle Airfreight, Chicago, Illinois, USA, via American Airlines. This shipment was accepted from American Airlines by Circle Airfreight employee [redacted]

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[redacted] He and the other employees listed above noted no irregularities in this shipment.

On February 17, 1970, a shipment consisting of four pieces, total weight 60 pounds, on Circle Airfreight Air Waybill number 6300372, was received by Circle Airfreight, New York, USA, from Circle Airfreight, Seattle, Washington, USA, via Northwest Orient Airlines. A notation on the Northwest Orient Airlines Airbill, number 012-SEA-522 2845, indicated that carton number 4 was open and contained a machine and two books. This was signed by a Northwest Orient Airlines employee named [redacted]

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[redacted] Northwest Airlines Cargo Terminal, Hangar 5, John F. Kennedy Airport, advised that he recalls an incident which occurred about three weeks ago involving a partly open cardboard carton which was a Circle Airfreight shipment. The carton was partly open due to handling.

Crash of Swissair Flight

When issuing the freight to the truck driver who was picking up the shipment, the condition of the carton was noted.

[redacted] fully opened the carton to check on the presence and condition of the contents. He noted that there was some sort of machine, approximately one and one half or two feet high with similar width; an electric cord and two instruction books in the carton. The machine was in a sealed plastic bag and the carton appeared to have all its contents. An appropriate notation was made on the shipping documents and the freight released to the trucker. Since there was no apparent discrepancy [redacted] did not make out a report form. He did not know the purpose of the machine, what function it could perform and did not handle it or any of the other items in the carton.

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Circle Airfreight stated that this carton had been resealed by Northwest Orient Airlines before it was picked up by Circle Airfreight. The name of the Circle Airfreight employee who picked up the shipment from Northwest Orient Airlines was not indicated, but none of the above named employees noted any irregularities concerning this shipment.

Circle Airfreight consolidated the above three shipments, all destined for Tel Aviv, into one shipment and delivered this consolidated shipment, along with other material destined for Zurich, to Swissair, at Kennedy International Airport, New York, USA, on February 18, 1970. No irregularities in this shipment.

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[redacted] Supervisor, Swissair Cargo Facility, Building 82, John F. Kennedy International Airport, New York City, New York, USA, made available copies of their records concerning a 61 piece consolidation of cargo from Circle Airfreight Corporation to Goth and Company, Limited, Zurich Airport, Zurich, Switzerland, under Airbill 085JFK5374714, dated February 18, 1970. The documents reflect that 10 pieces of the consolidation, consisting of Circle Airfreight Airbill ORD 6063396, five pieces of machine parts, weighing 75 pounds; Circle Airfreight Airbill, SEA 6300372,

Crash of Swissair Flight

four pieces of electrical parts, weighing 60 pounds; Circle Airfreight Airbill JFK 6075171, one piece weighing one pound, containing electrical parts, were to be further shipped to Tel Aviv on Swissair Airbill, number 5374715.

The entire 61 piece consolidation was received at Kennedy Airport Swissair Cargo Terminal on February 18, 1970.

Cargo Serviceman [redacted] of Swissair advised that large shipments of this nature are received on the ramp area and placed directly into cargo carts from the delivery truck. On completion of this operation, [redacted] sealed the cart in question, number five, with seal A 009525.

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Allied Aviation Services International Corporation, which firm transports cargo, loads and unloads Swissair aircraft on a contractual basis at Kennedy Airport, transported the freight in question from the cargo terminal to Swissair flight 101. Driver [redacted] was the Allied employee who delivered this consolidation.

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At the aircraft, the seal on the cart was broken and the freight loaded into the aircraft by two crews:

[redacted]

b6
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These two crews, [redacted] and Allied Operations Manager [redacted] and Supervisor [redacted] all advised on interview that they have no specific recollection of the instant freight. It was handled in a completely routine manner and no person other than those listed had contact

Crash of Swissair Flight

with the cargo during the processing at Kennedy Airport and none of the pieces were opened or tampered with in any manner. This was verified by the absence of any notation of irregularity in the records.

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Swissair Supervisor [] advised that in addition to the aforementioned freight, Swissair at Zurich and the United Nations at New York City, New York, USA, had inquired of his office regarding four diplomatic pouches in three shipments dispatched from Kennedy Airport, which pouches had subsequently been aboard Swissair flight 330 on February 21, 1970, when it crashed. He made available documents concerning said pouches, which reflected under Airbill 5381678 one pouch at 29 pounds, for Tel Aviv; under Airbill 5382126, one pouch at 14 pounds and under Airbill 5382124, one pouch at 55 pounds, both for Tel Aviv, were dispatched on Swissair flight 101, February 20, 1970, for Zurich, Switzerland.

These pouches also were placed in a cart by Swissair cargo serviceman [] the cart sealed with seals A 009622 and A 009517. One seal was at the point where the side joined the end of the cart and the second at the bottom, to completely secure the cart.

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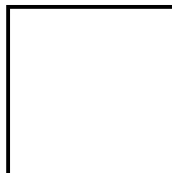
All pouches were sent by the United Nations, New York City, New York, USA, to the Chief Administrative Officer, United Nations Truce Supervision Organization, Government House, Jerusalem. The contents for all were listed as diplomatic mail.

[] was the driver who transported the cart to the aircraft where two Allied Aviation Services International Corporation crews loaded the pouches with other cargo into Swissair flight 101 of February 20, 1970.

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Crash of Swissair Flight

The Allied crews were:



leadman



leadman

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b7C

Allied Operations Manager [redacted] and Supervisor [redacted] advised that records reflect that the diplomatic pouches in question were handled in the accustomed, special handling fashion and records show no irregularities recorded.

Interviews of the loading crews reflect they have no specific recollection of the pouches. They advise no one was near them except those loading the aircraft, after the seals were broken and the cargo cart unloaded. No pouch was opened or tampered with in any manner.

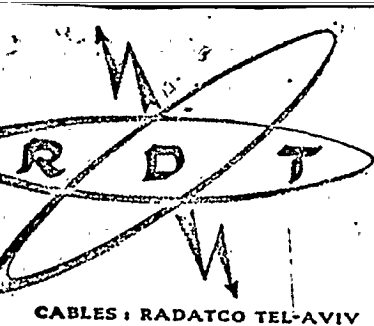
b6
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[redacted] advised that the employees of Allied, involved in the hauling of freight for Swissair flights 101 of February 18 and 20, 1970, and loading of said aircraft, are considered reliable and responsible employees with good employment records. None are known to have any strong political or nationalistic leanings.

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Similar evaluation of [redacted] was given by Cargo Manager [redacted] of Swissair.

Records of the Port of New York Authority Police Department, Kennedy Airport, reflect that no unusual observations were recorded by cargo patrol units in the areas of the Swissair Cargo Terminal or aircraft ramp on the two dates, and the Sullivan Protective Agency which supplies guard service at the Swissair Cargo Terminal has no notation in the records maintained by guards of any irregularities or matters of possible pertinence noted.



ה.ד.ט. הנדסת אלקטרוניקה בע"מ
רח' פרופ' שור 19 תל-אביב 21082 טל. 266181, 266182

R. D. T. ELECTRONICS ENGINEERING LTD.
P.O.B. 21082 . 19 PROF. SHOR ST., TEL-AVIV, ISRAEL . TEL. 266181, 266182

ORDER No. CAD/647/3169/7301

To: DATA DEVICE CORP.
100 Tec Street
Hicksville, New York, 11801, U.S.A.

Date January 6, 1970

Your Ref.

Our Ref.

Dear Sirs,

We take pleasure in ordering on behalf of: Ministry of Defense

as per your/our quotation No. the following:—

ITEM	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
1	1	14 bit miniature solid state control transformer - 115 V RMS 400 Hz - 25°C to 70°C	\$ 450.-	\$ 450.-

Shipping Instructions:—

1. All goods to be addressed and all documents to be made out to: Ministry of Defense
P.O.B. 7064, Hakirya, Tel Aviv, Israel

Total \$ 450.-

2. Shipment: By Sea (Israel Shipping Only) to Haifa / Ashdod / Eilat Port. By Airfreight (see attached routing
instructions (El Al Airlines Only) to Lod Airport. By Air Freight to Tel Aviv.

Total \$ 450.-

3. Freight: Payable at destination.

4. Insurance: Customer will insure.

5. Payment Terms: Cash against Documents (CAD) through the Bank of Israel, Jerusalem (see attached)

6. Documents: All invoices in 8 copies, Bill of Lading/Airways Bill in 6 copies to be sent to the
Bank mentioned above bearing the order number.

7. Marks: All parcels to be marked: Order No. CAD/647/3169/7301

8. Delivery: Immediate

9. Remarks: All documents to be Air Mailed.

10. Please acknowledge this order directly to the customer with a copy to us.

b6
b7C



DATA DEVICE CORPORATION

SOLID STATE CONTROL TRANSFORMER

SSCT SERIES SPECIFICATIONS

ELECTRICAL

PARAMETER	VALUE
ACCURACY ⁽¹⁾	±4 minutes
RESOLUTION	14 Bits
CODING	natural binary 'angle'
DIGITAL INPUT	parallel, positive logic, TTL levels
SYNCHRO INPUT ⁽²⁾⁽³⁾	11.8V rms L-L 400 Hz (SSCT-L) 90V rms L-L 400 Hz (SSCT-H)
REFERENCE INPUT ⁽²⁾⁽³⁾	26V rms 400 Hz (SSCT-L); 115V rms 400Hz (SSCT-H)
OUTPUTS	AC ⁽³⁾ and DC ⁽³⁾ , output gradient controllable by an external resistor
POWER SUPPLY REQUIREMENTS:	+15V at 30mA, -15V at 10mA, +5V at 50mA

(1) Accuracy applies over operating temperature range, ±5% variation of power supplies and ±10% amplitude and frequency variation and up to 10% harmonic distortion of synchro and reference inputs.

(2) Other input voltages and frequencies available.

(3) Transformer isolated.

ENVIRONMENTAL

TEMPERATURE RANGES:

OPERATING -55°C to + 85°C (SSCT-H or L-1)
 -25°C to + 70°C (SSCT-H or L-2)
 0°C to + 50°C (SSCT-H or L-3)

STORAGE -55°C to +125°C

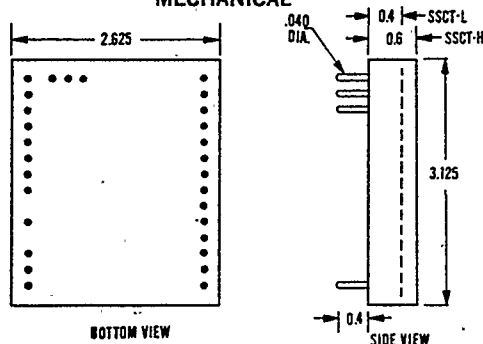
OTHER ENVIRONMENTAL:

MEETS REQUIREMENTS OF MIL-STD-202C; METHODS 204A, 106B, 107B, 101B and 105.

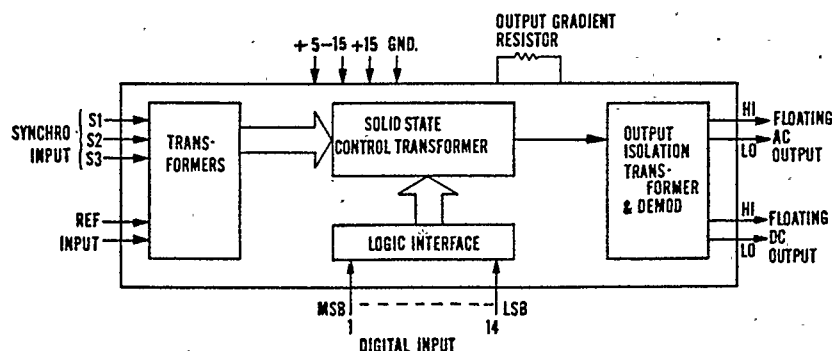
ORDERING INFORMATION

To order, specify model desired, followed by the designation of the operating temperature range required, e.g. SSCT-H-1.

MECHANICAL



SYSTEM BLOCK DIAGRAM

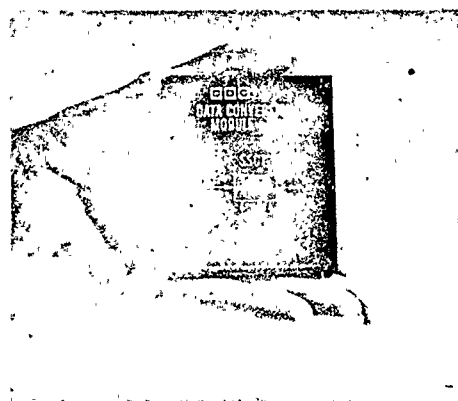


All specifications subject to change without notice.

14 BIT MINIATURE SOLID STATE CONTROL TRANSFORMER

SSCT SERIES

Digital Input in
Angle Format



The SSCT Series is a low cost miniature Solid State Control Transformer suitable for industrial and commercial and military ground support and avionics applications. The output signal is the sine of the difference in angle between the Synchro Input and the Digital Input Angles. The SSCT series meets the environmental requirements of MIL-STD-202C.

FEATURES:

- High accuracy and resolution
- Synchro input, reference input and outputs isolated
- Phase sensitive AC and bipolar demodulated DC outputs
- Output gradient controlled by an external resistor
- Low profile, P.C. board mounting
- DTL or TTL digital input
- Digital angle format
- < .85 watt dissipation

APPLICATIONS:

- Servo position and velocity control by digital computers



DATA DEVICE CORPORATION

100 TEC STREET, WICKSVILLE, N.Y. 11901 • TWX: 510 221 1874 • PHONE: 516 432 5320

SHIPPING



C-5725

DATA DEVICE
CORPORATION

100 TEC STREET
HICKSVILLE, N. Y. 11801
Phone: 516-433-5330
TWX: 510-221-1874

INVOICE NO.

PREPARE TIME R01	AREA	DATE ENTERED 1/19/70	OUR ORDER NUMBER 10121	PRIORITY	TERMS. 1/2 % 10 D, NET 30	F.O.B. HICKSVILLE	FOR RESALE ☐ NO ☐ YES	NO. INV	INVOICE DATE
---------------------	------	-------------------------	---------------------------	----------	---------------------------	----------------------	--	---------	--------------



NEW ORDER

SHIPPING



BACK ORDER

SCHEDULE:

1/23/70

SHIP TO SAME AS "SOLD TO" UNLESS INDICATED

SOLD
TO

MINISTRY OF DEFENSE
P.O.B. 7054
RAKERYA, TEL AVIV,
ISRAEL

CAD/647/3169/7301

AIR FRY BY EL

*

CUSTOMER ORDER NO. CAD/647/3169/7301	ORDER DATE 1/6/70	C.O.C.	QA	REQUESTED ROUTING AIRPORT	LOD	PPD ☒	COLL ☐	INSURANCE	COD	SHIPPED VIA Circle	DATE 2/17/70	PARTIAL ☐	COMPLETE ☒
---	----------------------	--------	----	------------------------------	-----	--	----------------------------------	-----------	-----	-----------------------	-----------------	-------------------------------------	---

QUANTITY	UNIT	DESCRIPTION	PRICE	TOTAL	DATE	REMARKS	DATE	REMARKS	DATE	REMARKS
1	1	/	1. SSCT-M-2	CONTROL TRANSFORMER	\$450.00					
SERIAL NUMBERS										
218										

SHIPPED BY

SHIPPING CHARGES

PICK UP REQUEST

DATE

DRIVER

2/17

SHIPPER:

Data Dev

ADDRESS:

100 Tsc ST
Hick

PIECES

WEIGHT

READY

CLOSE

DESTINATION

1

2

H

FOR

Cable

REMARKS:

CIRCLE AIRFREIGHT CORP.
PER. ROBINSON & CO., AFFILIATE — ESTABLISHED
SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

**SHIPPER'S
LETTER OF
INSTRUCTION**

☒ EXPORT DECLARATION ☒ CONSULAR INVOICE
☒ COMMERCIAL INVOICES ☒ EXPORT LICENSE
☐ PLANILLA ☐ IMPORT LICENSE
☐ CERTIFICATE OF ORIGIN ☐ SEE BELOW ☒ X

SHIPPER'S REFERENCE NUMBER

18121

FREIGHT CHARGES

PREPAID ☒

COLLECT ☐

DECLARED VALUE FOR CARRIAGE

Shipper's C.O.D. (if any)

10 12

SHIPPER REQUESTS INSURANCE
either is checked, shipment
is NOT insured.)

YES ☐

NO ☒

AMT. \$

FROM (U.S. Port of Export)

METHOD OF TRANSPORTATION

☐ Vessel
(incl. ferry)

☐ Air

EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline)

EXPORTER (Principal or seller - licensee)

ADDRESS (Number, street, place, state)

DDC DIVISION 100 TEE STREET HICKSVILLE NY 11801

AGENT OF EXPORTER (Forwarding Agent)

ADDRESS (Number, street, place, state)

CIRCLE AIRFREIGHT CORP.

Jamaica NY

ULTIMATE CONSIGNEE

ADDRESS (Place, country)

MINISTRY OF DEFENSE PO Box 7064 HANNOVA, TEL AVIV, ISRAEL

INTERMEDIATE CONSIGNEE

ADDRESS (Place, country)

Same

FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment)

LOD AIRPORT ISRAEL

HANNOVA, TEL AVIV, ISRAEL

LAND ROUTING INFORMATION:

SHIPPED TO C.A.C.:

PREPAID ☐

COLLECT ☐

DATE

VIA

(CARRIER)

B/L

No.

FROM

(SUPPLIER)

SHIPPER'S INSTRUCTIONS IN CASE OF
INABILITY TO DELIVER AS CONSIGNED:

ABANDON ☐

RETURN TO SHIPPER ☐

DELIVER TO

RDT PO Box 21082 TEL AVIV

MARKS AND NOS.	NUMBER AND KIND OF PACKAGES, DESCRIPTION OF COMMODITIES, EXPORT LICENSE NUMBER	SHIPPING (GROSS) WEIGHT IN POUNDS	Specify D or F	SCHEDULE B COMMODITY NO.	NET QUANTITY IN SCHEDULE B UNITS	VALUE AT U.S. PORT OF EXPORT
647/3169/ 7301	SSCT CONVERTER	17#	D	729.9815	1pc	\$450.
	Electronic Parts of					
	Machinery NEC					
	GDEST					

These commodities licensed by U. S. for ultimate destination

Israel

diversion contrary to U. S. law prohibited.

Commodity not under validated license control to

Israel

Commodity Control List page 197/9

dated 1/1/70

6075171

undersigned hereby authorizes
A. C. to act as forwarding agent for
port control and customs purposes

CIRCLE AIRFREIGHT CORP.

b6

b7C

(ADDRESS - NUMBER, STREET, PLACE, STATE)

EXPORTER

IMPORTER

For must sign (1) below where indicated and (2) on lines 18 and 19.
indicated on next copy which becomes Original Export Declaration.

For

DDC Division 100 TEE STREET HICKSVILLE NY

2/17/70

SHIPPER'S SIGNATURE

SPECIAL INSTRUCTIONS AND REMARKS: PREPARE CAD TO BANK OF ISRAEL

JERUSALEM, ISRAEL SEE ATTACHED SAMPLE.

PLEASE ACT AS OUR COLLECTING AGENT FOR THIS.

LAD 260

Date - 2/17/04

DRIVEK

AIR
FREIGHT
TRANSFER

DRIVER MANIFEST

[illegible]

RECEIVED
FEB 17 7 58 PM '70

SIGNATURE OF CHECK OUT AGENT

Delivery Receipts

Undelivered Shipments (as noted above)

Cash Checks \$

The above described shipments are hereby receipted for
in full court

Air: Carrier

By

2/17/20

Date _____

Time

b6
b7C

- 2.17

p.m

No. 10

RIVER

b7C

NEGOTIABLE

CIRCLE AIRFREIGHT CORP.

A.B. REGISTERED INTERNATIONAL
AIR FREIGHT FORWARDERCABLE ADDRESS:
CIRCLEAIR
ALL OFFICESAIR WAYBILL
(AIR CONSIGNMENT NOTE)
ISSUED BY CIRCLE AIRFREIGHT CORP.
HEAD OFFICE, SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CA, 94128, U.S.A.

1 AIR WAYBILL NUMBER

6075171

CONSIGNEE'S ACCT NO.	3 ORIGIN BR CODE (IN 3 LTR. CODE)	4 DEST. AIRPORT CODE (IN 3 LTR. CODE)	5 SHIPPER REFERENCE NUMBER
	JFK	TLV	18121

CONSIGNEE TO

Bank of Israel Jerusalem Israel

Ministry of Defense P.O. Box 7064 Hakirya Tel Aviv Israel

QUANTITY	METHOD OF PACKING	NATURE AND QUANTITY OF GOODS	MARKS AND NUMBERS	DIMENSIONS OR VOLUME	6 GROSS WEIGHT (In Lbs.)
----------	-------------------	------------------------------	-------------------	----------------------	-----------------------------

ctn Elec Material

Addr b/l 1#
CAD/647/3169
7301COUNTRY OF ORIGIN U.S.A. These commodities licensed by the United States for ultimate destination Israel
Diversion contrary to United States law prohibited.

SHIPPER'S DECLARED VALUE (Specify Currency)	METHOD OF ROUTING AND CHARGES — Agreed stopping places are those places (other than the places of departure and destination) shown under Air Carriage, and/or those places shown in carriers' timetables as scheduled stopping places for the route. SEE CONDITIONS ON REVERSE HEREOF.
For Customs	For Carriage
450.	450.

CARRIER	CHARGEABLE WEIGHT (In Lbs.)	RATE CLASSIFICATION	RATES
JFK NY Tel Aviv First Carrier CAC	1#	2nd	21.00
NY To Tel Aviv			1.80
INSURANCE: AMOUNT REQUESTED (Specify Currency)			30.00

27. EXPORT DECLARATION	
28. DOCUMENTATION AND/OR FORWARDING FEE	
29. SERVICE	
30. SERVICE	
31. ARRANGING BANKING/LETTER CREDIT S/D	5.00
32. COMMUNICATION, TWX, TELE, POSTAGE	
33. PICKUP Lapaduala#141655	3.60
34. INLAND FREIGHT	
35. CONSULAR FEE ADVANCE	
36. C.O.D. FEE	
37. SHIPPER'S C.O.D.	

8 P 32.99	TOTALS (IN U.S. DOLLARS)
-----------	-----------------------------

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON THE REVERSE HEREOF.

SHIPPER'S NAME & ADDRESS

10 SHIPPER'S ACCOUNT NUMBER

Carrier certifies above described goods were for carriage SUBJECT TO THE CONDITIONS ON THE REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

11 DATE EXECUTED
(IN 6 NOS. - MO/DATE/YR.)

02/13/70

12 DOMESTIC AGENT'S ACCOUNT NO.
(IN 3 NUMBER CODE)

Name and Address of Issuing Carrier or Agent

Circle Air Freight Corp
147-26 176th St Jamaica NY

Data Device Corporation

THIS IS YOUR INVOICE

MAIL REMITTANCE TO:
CIRCLE AIRFREIGHT CORP.P.O. BOX 7622
RINCON ANNEX
SAN FRANCISCO
CALIF 94120C.A.B. REGULATIONS REQUIRE
THAT THESE CHARGES BE
PAID WITHIN 7 DAYS

NEGOTIABLE

CIRCLE AIRFREIGHT CORP.

A.B. REGISTERED INTERNATIONAL

AIR FREIGHT FORWARDER

CABLE ADDRESS:
CIRCLEAIR
ALL OFFICES(AIR CONSIGNMENT NOTE)
ISSUED BY CIRCLE AIRFREIGHT CORP.
HEAD OFFICE, SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CA, 94128, U.S.A.

1 AIR WAYBILL NUMBER

6075171

1	2	3	4	5
ONSIGNEE'S ACCT NO.	ORIGIN BR CODE (IN 3 LTR. CODE)	DEST. AIRPORT CODE (IN 3 LTR. CODE)	SHIPPER REFERENCE NUMBER	
	JTA	TLV	12121	

CONSIGNEE TO

Bank of Israel Jerusalem Israel

Ministry of Defense P.O. Box 7034 Hahirya Tel Aviv Israel

6	7	8	9
OF AGES	METHOD OF PACKING	NATURE AND QUANTITY OF GOODS	GROSS WEIGHT (In Lbs.)

cta Elec Material

Addr b/1 14
CAD/647/3169
7301COUNTRY OF ORIGIN
U.S.A. These commodities licensed by the United States for ultimate destination Israel
Diversion contrary to United States law prohibited.

SHIPPER'S DECLARED VALUE (Specify Currency) For Customs	SHIPPER'S DECLARED VALUE (Specify Currency) For Carriage	METHOD OF ROUTING AND CHARGES — Agreed stopping places are those places (other than the places of departure and destination) shown under Air Carriage, and/or those places shown in carriers' timetables as scheduled stopping places for the route. SEE CONDITIONS ON REVERSE HEREOF.	BEYOND CHARGES (For GAO CAC Only) IBM CODE B
450.	450.		\$

CARRIAGE		CHARGEABLE WEIGHT (In Lbs.)	7 RATE CLASSI- FICATION	RATES	PREPAID \$ U.S.	IBM CODE	THIS COLUMN FOR CAC - GAO USE ONLY	COLLECT \$ U.S.
to Tel Aviv	First Carrier	17	21	17m	22.03	21	↑ F ↓	
to	Carrier					22		
to	Carrier					23		
valuation Charge From	NY	To Tel Aviv		.40	1.00	24		
valuation Charge From		To				25		

INSURANCE:	AMOUNT REQUESTED (Specify Currency)	Five Hundred Thirty Dollars \$330.	26	1
------------	--	---------------------------------------	----	---

OTHER CHARGES (SPECIFY)	27. EXPORT DECLARATION		27	↑ M ↓
	28. DOCUMENTATION AND/OR FORWARDING FEE		28	
	29. SERVICE		29	
	30. SERVICE		30	
	31. ARRANGING BANKING/LETTER CREDIT 8/D	5.00	31	
	32. COMMUNICATION, TWX, TELE, POSTAGE		32	
	33. PICK UP Los Angeles 7141653	3.60	33	
	34. INLAND FREIGHT		34	
35. CONSULAR FEE ADVANCE		35	A	
36. C.O.D. FEE		36	M	
37. SHIPPER'S C.O.D.		37	C	

SHIPPER'S C.O.D. DOLLAR AMOUNT IN WORDS

8
P 32.99TOTALS
(IN U.S. DOLLARS)9
CThe shipper certifies that the particulars on the face hereof are correct
and agrees to the CONDITIONS ON THE REVERSE HEREOF.

SHIPPER'S NAME & ADDRESS

10 SHIPPER'S ACCOUNT NUMBER

Carrier certifies above described goods were for carriage SUBJECT TO THE CONDITIONS ON THE
REVERSE HEREOF, the goods then being in apparent good order and condition except as
noted hereon.11 DATE EXECUTED
(IN 6 NOS. - MO/DATE/YR)

02/20/70

12 DOMESTIC AGENT'S ACCOUNT NO.
(IN 3 NUMBER CODE)

Name and Address of Issuing Carrier or Agent

Circle Air Freight Corp
247-26 176th St Jamaica NY

Signature of Issuing Carrier or Its Agent

Data Device Corporation
100 Yee Street
Mickville NY

11301

AIR WAYBILL NUMBER

6075171

b6

b7C

T NEGOTIABLE

CIRCLE AIRFREIGHT CORP.

C.A.B. REGISTERED INTERNATIONAL
AIR FREIGHT FORWARDERCABLE ADDRESS:
CIRCLEAIR
ALL OFFICESAIR WAYBILL
(AIR CONSIGNMENT NOTE)
ISSUED BY CIRCLE AIRFREIGHT CORP.
HEAD OFFICE, SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CA, 94128, U.S.A.

1 AIR WAYBILL NUMBER

6063396

CONSIGNEE'S ACCT NO. 3 ORIGIN BR CODE (IN 3 LTR. CODE) 4 DEST. AIRPORT CODE (IN 3 LTR. CODE) 5 SHIPPER REFERENCE NUMBER

CIR CTD

TLV

60-723

CONSIGNEE TO
Institute for Higher Education, Beer Sheva, Israel, Circle Air Freight, 8065 Leland Ave.
Schiller Park, Illinois

CT AGES	METHOD OF PACKING	NATURE AND QUANTITY OF GOODS	MARKS AND NUMBERS	DIMENSIONS OR VOLUME	6 GROSS WEIGHT (In Lbs.)
5	Cartons	Machinery	Institute for Higher Education Beer Sheva, Israel 60-723 Box #1-5 Made in U.S.A.		each 155

COUNTRY OF ORIGIN
U.S.A. These commodities licensed by the United States for ultimate destination Israel
Diversion contrary to United States law prohibited.

SHIPPER'S DECLARED VALUE (Specify Currency)		METHOD OF ROUTING AND CHARGES — Agreed stopping places are those places (other than the places of departure and destination) shown under Air Carriage, and/or those places shown in carriers' timetables as scheduled stopping places for the route. SEE CONDITIONS ON REVERSE HEREOF.					BEYOND CHARGES (For GAO CAC Only) IBM CODE B	
For Customs	For Carriage							
002.	002.						\$	
CARRIAGE		CHARGEABLE WEIGHT (In Lbs.)	7 RATE CLASSI- FICATION	RATES	PREPAID \$ U.S.	IBM CODE	THIS COLUMN FOR CAC - GAO USE ONLY	COLLECT \$ U.S.
To To To		First Carrier: CAC		25	001	1.60	126.75	21
		Carrier						22
		Carrier						23
Valuation Charge From To								24
Valuation Charge From To								25
INSURANCE: AMOUNT REQUESTED (Specify Currency)								26
the shipper has requested insurance as provided for on 26 above, shipment is insured in the amount specified the shipper (recovery being limited to actual loss) in accordance with Paragraph 8 on the reverse hereof. Insurance is payable to shipper unless another person is designated in writing by shipper.		27. EXPORT DECLARATION						27
		28. DOCUMENTATION AND/OR FORWARDING FEE						28
		29. SERVICE						29
		30. SERVICE						30
		31. ARRANGING BANKING/LETTER CREDIT			5.50			31
		32. COMMUNICATION, TWX, TELE, POSTAGE			1.00			32
		33. PICK UP						33
		34. INLAND FREIGHT			4.84			34
		35. CONSULAR FEE ADVANCE			4.93			35
		36. C.O.D. FEE						36
SHIPPER'S C.O.D. DOLLAR AMOUNT IN WORDS		37. SHIPPER'S C.O.D.						37
								38
								39
								40
								41
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								99
								100

SHIPPER'S C.O.D. DOLLAR AMOUNT IN WORDS

8

P

142.93

TOTALS
(IN U.S. DOLLARS)

9

C

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON THE REVERSE HEREOF.

SHIPPER'S NAME & ADDRESS

10 SHIPPER'S ACCOUNT NUMBER

FISCHER CONTROLS CO.
Fischer Controls Company
Marshalltown, Iowa

MARSHALLTOWN, IOWA.

Carrier certifies above described goods were for carriage SUBJECT TO THE CONDITIONS ON THE REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

11 DATE EXECUTED
(IN 6 NOS. - MO/DATE/YR.)02/06/73
Name and Address of Issuing Carrier or Agent12 DOMESTIC AGENT'S ACCOUNT NO.
(IN 3 NUMBER CODE)CIRCLE AIRFREIGHT INC.
P.O. BOX 167 CHICAGO, ILL. 60666
Signature of Issuing Carrier or Its Agent

AIR WAYBILL NUMBER

6063396

(AIRPORT MANIFEST FILE - FOR C.A.C. OFFICE)

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b7c

**AIR FREIGHT MANIFEST
AND REGISTER OF TRANSFER SHIPMENTS**

11-661-623-0300-203

CIRCLE AIRFREIGHT CORP. 13-203

CHICAGO

ORIGIN _____ DATE 7/23/70 TRANSFERRED TO JFK (NAME OF RECEIVING CARRIER)

ORIGIN STATION	AIRBILL OR AIRWAY BILL NO.	DEST. AIRPORT	SHIPPER/CONSIGNEE	NO. OF PIECES	WEIGHT (LBS.)	P.P. COL.	CASH OR C.O.D.	REMARKS
	6030026	MDW		5	75	P		71004 4702
	6030036	MIA		3	70	G	24.27	4702 71005
	6030034	MIA		2	74	G	46.19	4702 71005
	6030031	MIA		1	24	G	40.42	71003 71005
	6030036	MIA		9	73	G	20.97	GEN 71005
	6030029	MIA		1	73	G/	22.51	4702 71003
	6030072	MIA		2	230	P		6032 71005
	6030025	MIA		1	74	G	10.52	71003 71005
	6030040	MIA		3	130	P		4702 71007
	6030073	MIA		1	27	G	21.50	4304 71005
								13 603009.22

TRANSFERRED BY **CIRCLE AIRFREIGHT CORP.**
(TRANSFERRING CARRIER)

ABOVE SHIPMENT (S) RECEIVED IN FULL AND
APPARENT GOOD ORDER AND CONDITION
EXCEPT AS NOTED IN "REMARKS" COLUMN.

(SIGNATURE) _____

ORIGINAL - ORIGIN STATION COPY
DUPLICATE - G.A.O. COPY

DUPLICATE
QUADRUPPLICATE } RECEIVING CARRIER

RECEIVED BY _____ (NAME OF RECEIVING CARRIER)

BY _____ (SIGNATURE)

TIME _____ DATE _____

Subject: Conditions of attraction on back of the airbill.

OTHER CHGES. CODES
A. ASSEMBLY
C. CONTAINER/KENNEL
D. DISTRIBUTION
G. SIGNATURE SERVICE
I. INSURANCE
K. TAXES
M. MISC. SERVICE CHG.
P. PACKAGING
S. STORAGE
T. STATE SALES TAX
X. OTHER TAXES AND CHARGES.

3. CONSISTENT MEMO

CIRCLE AIRFREIGHT CORP.

C.A.B. REGISTERED INTERNATIONAL
AIR FREIGHT FORWARDER

CABLE ADDRESS:
CIRCLEAIR
ALL OFFICES

AIR WAYBILL
(AIR CONSIGNMENT NOTE)
ISSUED BY CIRCLE AIRFREIGHT CORP.
HEAD OFFICE, SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CA, 94128, U.S.A.

1 AIR WAYBILL NUMBER

6300372

2 CONSIGNEE'S ACCT NO.	3 ORIGIN BR CODE (IN 3 LTR. CODE) SEA	4 DEST. AIRPORT CODE (IN 3 LTR. CODE) TLV	5 SHIPPER REFERENCE NUMBER
------------------------	--	--	----------------------------

CONSIGNED TO

MINISTRY OF DEFENSE, DEPT OF MANUFACTURES & PURCHASING, HAKIRYA, TEL AVIV, ISRAEL

ALSO NOTIFY

NO. OF PACKAGES	METHOD OF PACKING	NATURE AND QUANTITY OF GOODS	MARKS AND NUMBERS	DIMENSIONS OR VOLUME	6 GROSS WEIGHT (In Lbs.)
6	CTNS	ELECTRONIC MACHINES	003/9490/070-77		60 LB

MADE IN THE USA

PLEASE NOTIFY CONSIGNEE ; IMMEDIATELY UPON ARRIVAL

COUNTRY OF ORIGIN U.S.A.	These commodities licensed by the United States for ultimate destination Diversion contrary to United States law prohibited.	ISRAEL
------------------------------------	---	---------------

SHIPPER'S DECLARED VALUE (Specify Currency)		METHOD OF ROUTING AND CHARGES — Agreed stopping places are those places (other than the places of departure and destination) shown under Air Carriage, and/or those places shown in carriers' timetables as scheduled stopping places for the route. SEE CONDITIONS ON REVERSE HEREOF.				BEYOND CHARGES (For GAO CAC Only) IBM CODE B	
For Customs \$1003.00	For Carriage END						
AIR CARRIAGE		CHARGEABLE WEIGHT (In Lbs.)	7 RATE CLASSIFICATION	RATES	PREPAID \$ U.S.	IBM CODE	THIS COLUMN FOR CAC - GAO USE ONLY
Departure (Airport of)	First Carrier						COLLECT \$ U.S.
SEA	CAC						
21. To TLV	Carrier	603 GMS		1.70	COLLECT	21	107.40
22. To	Carrier					22	
23. To	Carrier					23	
24. Valuation Charge From To						24	
25. Valuation Charge From To						25	
26. INSURANCE: AMOUNT REQUESTED (Specify Currency)						26	
27. EXPORT DECLARATION						27	
28. EXPORTATION OR FORWARDING FEE						28	2.50
29. SERVICE						29	
30. SERVICE						30	
31. ARRANGING BANKING/LETTER CREDIT						31	
32. COMMUNICATION, TWX, TELE, POSTAGE						32	
33. PICK UP						33	
34. INLAND FREIGHT						34	
35. CONSULAR FEE ADVANCE						35	
36. C.O.D. FEE						36	
37. SHIPPER'S C.O.D.						37	

SHIPPER'S C.O.D. DOLLAR AMOUNT IN WORDS

8	TOTALS (IN U.S. DOLLARS)	9
P		C

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON THE REVERSE HEREOF.

Carrier certifies above described goods were for carriage SUBJECT TO THE CONDITIONS ON THE REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

SHIPPER'S NAME & ADDRESS

10 SHIPPER'S ACCOUNT NUMBER

11 DATE EXECUTED
(IN 6 NOS. - MO/DATE/YR.)

12 DOMESTIC AGENT'S ACCOUNT NO.
(IN 3 NUMBER CODE)

Name and Address of Issuing Carrier or Agent

CIRCLE AIRFREIGHT CORPORATION
16001 2ND AVE. SEATTLE WASH

Signature of Issuing Carrier or Its Agent

INTERNATIONAL MARKETING SERVICES
206 1ST NORTH
SEATTLE WASHINGTON 98109

AIR WAYBILL NUMBER

6300372

(AIRPORT MANIFEST FILE - FOR C.A.C. OFFICE)

b6
b7C

AIR FREIGHT TRANSFER MANIFEST

DC SEA 127

012 SEA 552 2845

CIRCLE AIRFREIGHT CORP.

ORIGIN SEATTLE WASHINGTON

DATE 2-12-70

TRANSFERRED TO CAC/JFK

(NAME OF RECEIVING CARRIER)

AIR BILL OR AIRWAY BILL NUMBER	A/WB, DESTINATION AIRPORT	NO. OF PIECES	WEIGHT (LBS.)	REMARKS
SEA 6301886	LON	1	5	GEN PPD NDR 30.55
SEA 6040031	PAR	1	5	GEN COLL 13.00 NDR 30.55
SEA 6300324	LON	1	4	GEN COLL 15.50 NDR 30.55
SEA 6300372	TLV	4	60	GEN COLL 109.90
SEA 6300361	FRA	1	17	GEN COLL 29.75 NDR 30.55
		8	91#	
			88#	DUE FRACTIONALS

TRANSFERRED BY **CIRCLE AIRFREIGHT CORP.**
(TRANSFERRING CARRIER)

b6
b7C

ABOVE SHIPMENT (S) RECEIVED IN FULL AND
APPARENT GOOD ORDER AND CONDITION -
EXCEPT AS NOTED IN "REMARKS" COLUMN.

RECEIVED BY _____
(NAME OF RECEIVING CARRIER)

BY _____
(SIGNATURE)

TIME _____ DATE _____

ORIGINAL }
DUPLICATE } TRANSFERRING CARRIER
DUPLICATE }
QUADRUPPLICATE } RECEIVING CARRIER

NORTHWEST ORIENT AIRLINES RAPID AIRBILL ST. PAUL, MINN 55111 SUBJECT TO CONDITIONS OF CONTRACT ON THE BACK OF THE AIRBILL		012-SEA 552 2845		C.O.D.	
SHIPPER CIRCLE AIRFREIGHT CORP STREET ADDRESS PO BOX 2328 CITY SAN FRANCISCO CALIF		CONSIGNEE CIRCLE AIRFREIGHT CORP STREET ADDRESS JFK INTERNATIONAL CITY JAMAICA NEW YORK		PREPAID COLLECT	
ROUTING FROM SEA		TO JFK		PREPAID CASH	
PIECES 3		DESCRIPTION (INCLUDING METHOD OF PACKING, MARKS & NUMBERS) MACH PARTS CTW #4 open 63.00 372 1 machine & two BOOKS INSIDE		WGT IN LBS. 83	
INSTRUCTIONS TO CARRIER DC SEA 127		NOA		DATE 11-9	
DIMENSIONAL WEIGHT INFORMATION		EXECUTED AT/BY		RATE 20.75	

b6
b7C

CIRCLE AIRFREIGHT CORP.

AT JFK

AIRPORT

TO BREAK BULK AGENT

CONSOLIDATION NO. 1C 411

H & C, LTD

TCH AIRPORT

8 ZURICH, SWITZERLAND.

AIR CARGO MANIFEST

MWB SR 085-537 4714

"COVERED BY ABOVE MASTER AIRWAYBILL FOR
REVENUE AND ACCOUNTING PURPOSES ONLY."

AIRCRAFT SR

FLIGHT NO. 101

DATE 2/18/70

FROM NEW YORK, NEW YORK USA

TO ZURICH, SWITZERLAND

AWB	NO. OF PKGS.	WT.	CONTENTS	FINAL DESTINATION AIRPORT	ADVANCES DUE CIRCLE AIR	REMARKS
6076221	1	48	MACH PARTS	ZRH	34.50	NDR 30.55 FR
6222764	29	458	ELECT EQUIP	ZRH	187.55	TG 2 082883
6179095	1	30	INST PARTS	ZRH	PPD	TD 2 077805
6103834	1	55	MACH PAETS	ZRH	48.10	NDR 30.55 FR
6056890	1	18	MACH PARTS	ZRH	22.51	FEB 16 70 71003
6270806	1	11	ELECT EQUIP	ZRH	19.00	2078120
6011375	1	5	ELECT INST PTS	ZRH	15.20	57042
6010966	5	106	INST PTS	ZRH	58.30	56898
6034910	2	16	ELECT PTS	ZRH	PPD	80464
6011051	1	88	ELECT PTS	ZRH	PPD	8398 56906
6026462	5	23	ELECT PTS	ZRH	PPD	80316
6098643	1	28	ELECT PTS	ZRH	33.17	10298
6010944	1	7	INST PTS	BSL	PPD	NDR 30.55
6216324	1	6	CATALOGS	GVA	15.00	NDR 30;55
VIA ZRH TO TLV SR 5374715 → ZRH/TLV 10/36 LBS.						
6300372	4	60	ELECT PTS	TLV	NA	TD 77647
6063396	5	75	NACH PTS	TLV	NA	71004
6075171	1	1	ELECT PTS	TLV	NA	TG 82872
61	1035				\$433.33	

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453 34

AIR WAYBILL NUMBER 085- 537 4714 SERIAL NO. 2
AIRLINE PREFIX 085- 537 4714
AIRPORT OF DEPARTURE JFK
EXECUTION DATE
TC
CHGS CODE
CURRENCY CODE
FOR CARRIER USE ONLY
FLIGHT/DAY
FLIGHT/DAY
AIRPORT OF DEPARTURE (ADDRESS OF FIRST CARRIER) AND REQUESTED ROUTING: JOHN F. KENNEDY
AIRPORT OF DESTINATION ZRH
FLIGHT/DAY
FLIGHT/DAY
ROUTING AND DESTINATION
TO BY FIRST CARRIER TO BY TO BY TO BY
BOOKED

NOT NEGOTIABLE
AIR WAYBILL
AIR CONSIGNMENT NOTE
 **SWISSAIR**
Issued by: Swiss Air Transport Co. Ltd., Zurich/Switzerland
Member of IATA (International Air Transport Association)

If the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers in respect of loss of or damage to cargo. Agreed stopping places are those places (other than the places of departure and destination) shown under requested routing and/or those places shown in carrier's timetables as scheduled stopping places for the route. Address of first carrier is the airport of departure.
SEE CONDITIONS ON REVERSE HEREOF

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON REVERSE HEREOF.

SIGNATURE OF SHIPPER
BY BROKER/AGENT

Carrier certifies goods described below were received for carriage subject to the CONDITIONS ON REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

EXECUTED ON 2/18/70 AT JFK, NY

SIGNATURE OF ISSUING CARRIER OR ITS AGENT

Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.

1/ TO BY FIRST CARRIER TO BY TO BY TO BY
2/ CONSIGNEE'S ACCOUNT NUMBER CONSIGNEE'S NAME AND ADDRESS
GOTH & CO. LTD
ZURICH AIRPORT
8058 ZURICH, SWITZERLAND
3/ SHIPPER'S ACCOUNT NUMBER SHIPPER'S NAME AND ADDRESS
CIRCLE AIRFREIGHT CO. P.
147-26 176 ST.
JAMAICA, NEW YORK
4/ ISSUING CARRIER'S AGENT, ACCOUNT NO. ISSUING CARRIER'S AGENT, NAME AND CITY
CIRCLE AIRFREIGHT CORP. JFK NY

AGENT'S IATA CODE 33 59618
INSURANCE - If shipper requests insurance in accordance with conditions on reverse hereof, indicate amount of insurance in figures in box marked "amount of insurance" below.

CHARGES		CURRENCY	DECLARED VALUE FOR CARRIAGE		AMOUNT OF INSURANCE:		COO AMOUNT
5/	Prepaid ☒ Collect ☐	US\$	MAX FREE				
NO OF PACKAGES RCP		ACTUAL GROSS WEIGHT	Kg./lb.	RATE CLASS	COMMODITY ITEM NO.	CHARGEABLE WEIGHT	RATE
6/	61	PCS					
XX							

SPECIAL ACCOUNTING INFORMATION
--PER ATTACHED MANIFEST
THESE COMMODITIES LICENSED BY SWITZERLANDS FOR ULTIMATE DESTINATION DIVERSION CONTRARY TO U. S. LAW PROHIBITED

7/ SPECIAL HANDLING INFORMATION (INCLUDING MARKS, NUMBERS AND METHOD OF PACKING)
IC 411

XXXXXXXXXX SR FLT 101/18 ALLOCATED SPACE

8/ PREPAID	WEIGHT CHARGE \$311.93	VALUATION CHARGE	TOTAL OF AIRLINE CHARGES BELOW	AWB FEE	CODE	TOTAL OF NON-AIRLINE CHARGES BELOW	ORIGIN	DESTINATION	COLLECT CHARGES IN DESTINATION CURRENCY
	AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AWB FEE								
	A DV CHGS DUE SR \$4.33								
	TOTAL PREPAID \$316.26	AIRLINE AND NON-AIRLINE CHARGES, CONTINUED							
9/ COLLECT	WEIGHT CHARGE	VALUATION CHARGE	TOTAL OF AIRLINE CHARGES BELOW	AGENT'S DISBURSEMENTS		TOTAL OF NON-AIRLINE CHARGES BELOW	ORIGIN	DESTINATION	OTHER CHARGES INCL. COO FEE
	AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AGENT'S DISBURSEMENTS								
	PBA DUE CAC \$433.33								
	COO AMOUNT	COO FEE	AIRLINE AND NON-AIRLINE CHARGES, CONTINUED				TOTAL COLLECT		

Air Operator

Marks of Nationality
and Registration

Flight-Number

63 101

Date 2/18/70

Place of Lading: JFK INTL AP NEW YORK HB 1DB

Point of Unloading: ZURICH/SWITZERLAND

Waybill Number	Number of Packages	Nature of Goods	For use by owner or operator only				For official use only
			Special Cargo	Gross Weight kgs	Booked	Final Destination	
REVENUE CARGO LOCAL *****				LBS			
1425	(12)	GLASS BULBS		345			TE 005465
1427	(2)	ELECTRICAL PARTS		35			TB 077819
8292	(56)	BLOOD TYPING SERUM DIAPHRAGM KITS/	(FRC)	759	23	P	TA 060740/44
3 8109	(1)	PERSONAL EFFECTS		22	4C	A	NDR
37 6906	(16)	MACHINERY PARTS 1266		605	4C	A	180478, 450, 451
7814	(1)	PRINTED MATTER		6	4C	A	NDR PAR 30.55 F.R.
5760	(1)	BONDED FIBER FABICES		6	4C	A	NDR PAR 30.55 F.R.
4714	(61)	GENERAL CARGO		1035	5	C	ATT. CIRCLE MAN.
7711	(1)	COMPUTER PARTS		48			NDR PAR 30.55 F.
9671	(1)	MACH. PARTS		57			NDR PAR 30.55 F.R.
3 7712	(1)	PRINTED MATTER 2723		5			NDR PAR 30.55 F.R.
9270	(1)	TEXTILES		30			DV 021326
8 6906	(1)	TYPEWRITER PARTS		2			NDR PAR 30.55 F.R.
3 8293	(1)	PRINTED MATTER 2955		46			NDR
3 3958	(1)	ENGINE PARTS		500	7	CLE	TF 035958
8 9095	(1)	FABRIC		16	7		NDR PAR 30.55 F.R.
***** 158 PCS *****				3517 LBS *****			
MASTER AWB (CONSOLIDATION) JFK-2RH FOR AWB 5374715 10/36# 2RH/2V REVENUE CARGO INTRANSIT *****				LBS.			
38 0215	(1)	A/C PARTS		1	1	BEG	NDR PAR 30.55 F.R.
38 7614	1	RECORDING TAPES (RFE)		29		MUC	NDR PAR 30.55 F.R.

AIR WAYBILL NUMBER 085- 537 47 3		AIRLINE PREFIX SR		SERIAL NO. 3	
AIRPORT OF DEPARTURE ZRH		EXECUTION DATE DAY/MTH/YR		CURRENCY CODE	
AIRPORT OF DEPARTURE (ADDRESS OF FIRST CARRIER) AND REQUESTED ROUTING ZURICH		AIRPORT OF DESTINATION TEL AVIV		FOR CARRIER USE ONLY FLIGHT/DAY	

ROUTING AND DESTINATION	
TO: SR	BY: TO: BY: TO: BY: TO: BY: TO: BY:
CONSIGNEE'S ACCOUNT NUMBER	
CONSIGNEE'S NAME AND ADDRESS INTERNATIONAL FORWARDING CO. OF ISREAL LOD AIRPORT TEL AVIV ISREAL IC JFK 411	

NOT NEGOTIABLE

AIR WAYBILL

AIR CONSIGNMENT NOTE

Issued by: Swiss Air Transport Co., Ltd. Zurich/Switzerland
Member of IATA (International Air Transport Association)



SHIPPER'S ACCOUNT NUMBER	
SHIPPER'S NAME AND ADDRESS CIRCLE AIRFREIGHT CORP JFK INTL AIRPORT NEW YORK N.Y.	

If the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers in respect of loss of or damage to cargo. Agreed stopping places are those places (other than the places of departure and destination) shown under requested routing and/or those places shown in carrier's timetables as scheduled stopping places for the route. Address of first carrier is the airport of departure. SEE CONDITIONS ON REVERSE HEREOF

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON REVERSE HEREOF.

ISSUING CARRIER'S AGENT, ACCOUNT NO.	
ISSUING CARRIER'S AGENT, NAME AND CITY CAC JFK NY	
AGENT'S IATA CODE CAC 33 59618	

SIGNATURE OF SHIPPER

BY BROKER/AGENT

2/18/70

SIGNATURE OF ISSUING CARRIER OR ITS AGENT

EXECUTED ON

COPIES 1, 2 and 3 of this Air Waybill are originals and have the same validity.

CHARGES	CURRENCY	DECLARED VALUE FOR CARRIAGE	AMOUNT OF INSURANCE	COO AMOUNT	SPECIAL ACCOUNTING INFORMATION
Prepaid Collect	US\$	NVD			
NO OF PACKAGES	ACTUAL GROSS WEIGHT	Kg./Lb.	RATE CLASS	COMMODITY ITEM NO.	CHARGEABLE WEIGHT
10	136	L	Q		136
					.50
NATURE AND QUANTITY OF GOODS (INCL. DIMENSIONS OR VOLUME) GENERAL CARGO					
THESE COMMODITIES LICENSED BY U. S. FOR ULTIMATE DESTINATION DIVERSION CONTRARY TO U. S. LAW PROHIBITED ISREAL					

SPECIAL HANDLING INFORMATION (INCLUDING MARKS, NUMBERS AND METHOD OF PACKING) SEA 6300372--ORD 6063396--JFK 6075171	
--	--

WEIGHT CHARGE	VALUATION CHARGE	TOTAL OF AIRLINE CHARGES BELOW	AWB FEE	CODE	TOTAL OF NON-AIRLINE CHARGES BELOW	COLLECT CHARGES IN DESTINATION CURRENCY
\$68.00						
AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AWB FEE ADV CHGS DEU SR \$2.00						WEIGHT CHARGE
TOTAL PREPAID	AIRLINE AND NON-AIRLINE CHARGES, CONTINUED					VALUATION CHARGE
\$70.00						
WEIGHT CHARGE	VALUATION CHARGE	TOTAL OF AIRLINE CHARGES BELOW	AGENT'S DISBURSEMENTS	TOTAL OF NON-AIRLINE CHARGES BELOW	OTHER CHARGES INCL. COO FEE	
			\$109.90			
AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AGENT'S DISBURSEMENTS PBA DUE CAC \$109.90						COO
COO AMOUNT	COO FEE	AIRLINE AND NON-AIRLINE CHARGES, CONTINUED				TOTAL COLLECT

FOR CARRIER'S USE ONLY AT DESTINATION

Point of Unloading: ZUG/SWITZERLAND

085- 538 1578

AIR WAYBILL NUMBER 085- 538 1578		SERIAL NO. 1		AIRPORT OF DEPARTURE JFK	EXECUTION DATE DAY/MTH/YR	TC	CHGS CODE	CURRENCY CODE	FOR CARRIER USE ONLY	
									FLIGHT/DAY	FLIGHT/DAY
AIRPORT OF DEPARTURE (ADDRESS OF FIRST CARRIER) AND REQUESTED ROUTING JFK INTL AP NEW YORK						AIRPORT OF DESTINATION TEL AVIV		FLIGHT/DAY		FLIGHT/DAY
								BOOKED		

ROUTING AND DESTINATION					
TO	BY FIRST CARRIER	TO	BY	TO	BY
1/	ZURICH SWITZERLAND	TO	BY	TO	BY
CONSIGNEE'S ACCOUNT NUMBER		CONSIGNEE'S NAME AND ADDRESS			
2/		CHIEF ADMINISTRATIVE OFFICER UNITED NATIONS TRUCE SUPERVISION ORG. CO. ROBERT HOUSE JERUSALEM			
SHIPPER'S ACCOUNT NUMBER		SHIPPER'S NAME AND ADDRESS			
3/		UNITED NATIONS NEW YORK N.Y.			
ISSUING CARRIER'S AGENT, ACCOUNT NO.		ISSUING CARRIER'S AGENT, NAME AND CITY			
4/					
AGENT'S IATA CODE		INSURANCE - If shipper requests insurance in accordance with conditions on reverse hereof, indicate amount of insurance in figures in box marked 'amount of insurance' below.			

NOT NEGOTIABLE

AIR WAYBILL

AIR CONSIGNMENT NOTE

Issued by: Swiss Air Transport Co., Ltd., Zurich/Switzerland
Member of IATA (International Air Transport Association)

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON REVERSE HEREOF.

SIGNATURE OF SHIPPER

BY BROKER/AGENT

Carrier certifies goods described below were received for carriage subject to the CONDITIONS ON REVERSE HEREOF, the goods then being in apparent good order and condition, except as noted hereon.

EXECUTED 2-13-70 AT JFK INTL AP
(Date) (Place)

SWISSAIR

SIGNATURE OF ISSUING CARRIER OR ITS AGENT

Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.

CHARGES	CURRENCY	DECLARED VALUE FOR CARRIAGE	AMOUNT OF INSURANCE	COD AMOUNT	SPECIAL ACCOUNTING INFORMATION		
5/	USD	USD	NONE		BILL		
NO. OF PARCELS	ACTUAL GROSS WEIGHT	KG/LB	RATE CLASS	COMMODITY ITEM NO.	CHARGEABLE WEIGHT	RATE	NATURE AND QUANTITY OF GOODS (INCL. DIMENSIONS OR VOLUME)
6/	1	295 L	N		295	\$1.6	DIPLOMATIC & POLICE CONTAIN DIPLOMATIC MAIL
THESE COMMODITIES LICENSED BY U. S. GOVERNMENT FOR ULTIMATE DESTINATION - JERUSALEM DIVERSION CONTRARY TO U. S. LAW PROHIBITED							

SPECIAL HANDLING INFORMATION (INCLUDING MARKS, NUMBERS AND METHOD OF PACKING) 7/ POLICE / 6/4 AND MARK & S 32							
ON ARRIVAL TELEPHONE JERUSALEM 1475							
WEIGHT CHARGE	VALUATION CHARGE	TOTAL OF AIRLINE CHARGES BELOW	AGENTS DISBURSEMENTS	TOTAL OF NON-AIRLINE CHARGES BELOW	UNPAID CHARGES IN DESTINATION CURRENCY		
8/							
AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AGENT'S DISBURSEMENTS							
TOTAL AMOUNT							
AIRLINE AND NON-AIRLINE CHARGES, CONTINUED							
TOTAL COLLECT							

AIR WAYBILL NUMBER 085- 538 2425		SERIAL NO. 0		AIRPORT OF DEPARTURE NYC		EXECUTION DATE DAY/MTH/YR		TC		CHGS CODE		CURRENCY		FOR CARRIER USE ONLY			
														FLIGHT/DAY		FLIGHT/DAY	
AIRPORT OF DEPARTURE (ADDRESS OF FIRST CARRIER) AND REQUESTED ROUTING JFK INTL AP, NEW YORK										AIRPORT OF DESTINATION TEL AVIV				FLIGHT/DAY		FLIGHT/DAY	

ROUTING AND DESTINATION							
TO	BY FIRST CARRIER	TO	BY	TO	BY	TO	BY
1/ JFM	SWISSAIR	TLV	2/				

CONSIGNEE'S ACCOUNT NUMBER		CONSIGNEE'S NAME AND ADDRESS	
		CHIEF ADMINISTRATIVE OFFICER UNITED NATIONS TRUCE SUPERVISION ORG. GOVERNMENT HOUSE, JERUSALEM.	

SHIPPER'S ACCOUNT NUMBER		SHIPPER'S NAME AND ADDRESS	
		UNITED NATIONS NEW YORK, NEW YORK.	

ISSUING CARRIER'S AGENT, ACCOUNT NO.		ISSUING CARRIER'S AGENT, NAME AND CITY	

AGENT'S IATA CODE	INSURANCE - If shipper requests insurance in accordance with conditions on reverse hereof, indicate amount of insurance in figures in box marked 'amount of insurance' below.

NOT NEGOTIABLE
AIR WAYBILL
 AIR CONSIGNMENT
 NOTE

 **SWISSAIR**

Issued by: Swiss Air Transport Co., Ltd., Zurich/Switzerland
 Member of IATA (International Air Transport Association)

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON REVERSE HEREOF.

SIGNATURE OF SHIPPER

BY BROKER/AGENT

Carrier certifies goods described below were received for carriage subject to the CONDITIONS ON REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

EXECUTED ON 2/19/35 AT JFK INTL AP NY

SIGNED FOR CARRIER OR ITS AGENT

Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.

CHARGES		CURRENCY	DECLARED VALUE FOR CARRIAGE	AMOUNT OF INSURANCE	COG AMOUNT	SPECIAL ACCOUNTING INFORMATION	
Prepaid	Collect						
NO. OF PARCELS	ACTUAL GROSS WEIGHT	Kg./Lb.	RATE CLASS	COMMODITY ITEM NO.	CHARGEABLE WEIGHT	RATE	NATURE AND QUANTITY OF GOODS (INCL. DIMENSIONS OR VOLUME)
2	96	L	R		96	\$.845	DIPLOMATIC POUCHES (CONTAINING DIP MAIL)
THESE COMMODITIES LICENSED BY U. S. FOR ULTIMATE DESTINATION DIVERSION CONTRARY TO U. S. LAWS PROHIBITED							

SPECIAL HANDLING INFORMATION (INCLUDING MARKS, NUMBERS AND METHOD OF PACKING)	
7/ POUCHES 1/34/35 VALUE FOR CUSTOMS NYD.	

WEIGHT CHARGE		VALUATION CHARGE		TOTAL OF NON-AIRLINE CHARGES BELOW		COLLECTION CHARGES IN DESTINATION CURRENCY	
TOTAL PREPAID							
AIRLINE AND NON-AIRLINE CHARGES, CONTINUED							
WEIGHT CHARGE		VALUATION CHARGE		TOTAL OF NON-AIRLINE CHARGES BELOW		COLLECTION CHARGES IN DESTINATION CURRENCY	
AIRLINE AND NON-AIRLINE CHARGES, CONTINUED							
COG AMOUNT		COG FEE		AIRLINE AND NON-AIRLINE CHARGES, CONTINUED		TOTAL	

AIRLINE PREFIX		SERIAL NO.		AIRPORT OF DEPARTURE		EXECUTION DATE DAY/MON/YR		TC	CHGS CODE	CURRENCY CODE	FOR CARRIER USE ONLY	
085- 538 2124		6		NYC							FLIGHT/DAY	FLIGHT/DAY
AIRPORT OF DEPARTURE (ADDRESS OF FIRST CARRIER) AND REQUESTED ROUTING								AIRPORT OF DESTINATION		FLIGHT/DAY		FLIGHT/DAY
JFK INTL AP, NEW YORK								TEL AVIV				

ROUTING AND DESTINATION							
TO	BY FIRST CARRIER	TO	BY	TO	BY	TO	BY
1/2	SWISSAIR	TLV					
CONSIGNEE'S ACCOUNT NUMBER				CONSIGNEE'S NAME AND ADDRESS			

NOT NEGOTIABLE
AIR WAYBILL
 AIR CONSIGNMENT NOTE

 **SWISSAIR**

Issued by: Swiss Air Transport Co., Ltd., Zurich/Switzerland
 Member of IATA (International Air Transport Association)

**CHIEF ADMINISTRATIVE OFFICER
 UNITED NATIONS TRUCE SUPERVISION ORG.
 GOVERNMENT HOUSE, JERUSALEM.**

SHIPPER'S ACCOUNT NUMBER		SHIPPER'S NAME AND ADDRESS	
3/		UNITED NATIONS NEW YORK, NEW YORK.	

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON REVERSE HEREOF.

SIGNATURE OF SHIPPER

ISSUING CARRIER'S AGENT, ACCOUNT NO.		ISSUING CARRIER'S AGENT, NAME AND CITY	
4/			

BY BROKER/AGENT

Carrier certifies goods described below were received for carriage subject to the CONDITIONS ON REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

AGENT'S IATA CODE	INSURANCE - If shipper requests insurance in accordance with conditions on reverse hereof, indicate amount of insurance in figures in box marked 'amount of insurance' below.
-------------------	---

EXECUTED ON 2/19/70 AT JFK INTL AP NY (Place)

SIGNATURE OF ISSUING CARRIER OR ITS AGENT

Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.

CHARGES	CURRENCY	DECLARED VALUE FOR CARRIAGE	AMOUNT OF INSURANCE	COO AMOUNT	SPECIAL ACCOUNTING INFORMATION
5/					

QUANTITY OF PACKAGES	ACTUAL GROSS WEIGHT	Kg. LB.	CLASS	COMMODITY ITEM NO.	CHARGEABLE WEIGHT	RATE	NATURE AND QUANTITY OF GOODS (INCL. DIMENSIONS OR VOLUME)
6/	1 55	L	N		55	\$1.69	DIPLOMATIC POUCH (CONTAINING DIP MAIL)

THESE COMMODITIES LICENSED BY U. S. FOR ULTIMATE DESTINATION DIVERSION CONTRARY TO U. S. RESTRICTIONS

SPECIAL HANDLING INFORMATION (INCLUDING MARKS, NUMBERS AND METHOD OF PACKING)	
---	--

POUCH 133 VALUE FOR CUSTOMS AND

WEIGHT CHARGE	VALUATION CHARGE	TOTAL OF AIRLINE	AGENCY DISBURSEMENTS	TOTAL OF NON-AIRLINE CHARGES BELOW	COLLECT CHARGES IN DESTINATION CURRENCY
8/					
AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AWB FEE					WEIGHT CHARGE
TOTAL PREPAID					VALUATION CHARGE
AIRLINE AND NON-AIRLINE CHARGES, CONTINUED					AGENCY DISBURSEMENTS
AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AGENT'S DISBURSEMENTS					TOTAL OF NON-AIRLINE CHARGES BELOW
TOTAL PREPAID					WEIGHT CHARGE
AIRLINE AND NON-AIRLINE CHARGES, CONTINUED					VALUATION CHARGE

F B I

Date: 3/6/70

Transmit the following in _____ (Type in plaintext or code)

Via AIRTEL _____ (Priority)

TO: DIRECTOR, FBI

FROM: SAC, CHICAGO (P)

SUBJECT: CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV,
FEBRUARY 21, 1970,
WUERENLIGEN, SWITZERLAND,
FPC
OO: BUREAU

RE: Chicago teletype to Director and Omaha 3/5/70,
and New York teletype to Chicago 3/6/70, and Chicago teletype
to Bureau 3/6/70. *uj*

Enclosed for the Bureau is one xerox copy of each of the following documents:

1. Circle Airfreight Corporation, Air Waybill Number 6063396, 2/16/70.
2. Fisher Controls Company letter to Circle Airfreight 2/13/70.
3. Invoice, Fisher Controls Company Number F 12623.
4. Fisher Governor Company, packing list, 2/13/70.
5. Tallyho Transport Inc. consignee memo, 2/13/70.
6. Circle Airfreight "On Hand" order, number 1788/8, 2/14/70.
7. Circle Airfreight Corporation manifest and transfer order number AA-001-ORD-0000-203. dated 2/16/70
8. Circle Airfreight Corporation shippers receipt, dated 2/16/70.

②-Bureau (Encs. 9) (AMSD)
1-Chicago
JWG:kas
(3)

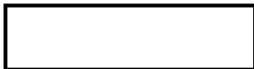
REC- 56

MAR 10 1970

Approved: 6 MAR 27 1964 Special Agent in Charge

Sent _____ M

56 MAR 27 1974



b3
b7E

9. United Air Lines Airbill Number 016-264-1026.

LHM being prepared.

1 - Liaison

1 -

b6
b7C

3/11/70

CODE

CABLEGRAM

URGENT

REC-58

TO LEGAT BERN

FROM DIRECTOR FBI

VIA TELETYPE
b3
b7E
114TP REX
ENCLOSURE

CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWENTYONE, SEVENTY, WUERENLINGEN,
SWITZERLAND, FPC.

REBUCAB MARCH SIX, LAST.

INVESTIGATION AT FISHER CONTROLS COMPANY, MARSHALLTOWN,
IOWA, DETERMINED THAT FIVE CARTONS, EACH WEIGHING FIFTEEN
POUNDS, CONTAINING ONE ELECTRO-PNEUMATIC TRANSDUCER, TYPE FIVE
FOUR SIX, LEFT FISHER SHIPPING DOCKS APPROXIMATELY THREE-THIRTY
P.M., FEBRUARY THIRTEEN, LAST. THESE CARTONS WERE PART OF A TEN
PIECE SHIPMENT DESTINED TO CIRCLE AIRFREIGHT CORPORATION,
SCHILLER PARK, ILLINOIS, WITH PART OF THE SHIPMENT CONSIGNED TO
COMPANIES IN BELGIUM AND ITALY; REMAINING FIVE CARTONS CONSIGNED
TO INSTITUTE FOR HIGHER EDUCATION, BEER SHEVA, ISRAEL. ITEMS
DESTINED TO ISRAEL WERE PACKAGED ON JANUARY TWENTYSEVEN-TWENTY-
EIGHT, LAST, BY FORMER FISHER EMPLOYEE, WHO ACCORDING TO
COMPANY OFFICIALS, HAD NO KNOWLEDGE OF WHERE THESE ITEMS WERE
GOING.

NOTE:

Foregoing concerns crash of Swiss Airliner in which seven
Americans among 38 persons lost their lives. Swiss suspect
sabotage by a Palestinian terrorist organization. The Swiss
determined crash caused by explosion on board and they have re-
quested inquiry in connection with certain cargo carried by ill-
fated flight.

1 - Foreign Liaison Unit (Detached)

RA:emj

(5)

MAIL ROOM ☐ TELETYPE UNIT ☐

Tolson _____
DeLoach _____
Walters _____
Mohr _____
Bishop _____
Casper _____
Callahan _____
Conrad _____
Felt _____
Gale _____
Rosen _____
Sullivan _____
Tavel _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

Handwritten signatures and initials:
DJB
MTJ
KA
G

CABLEGRAM TO LEGAT BERN

RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWENTYONE, SEVENTY, WUERENLINGEN,
SWITZERLAND, FPC.

ON FEBRUARY THIRTEEN, LAST, THE FIVE CARTONS WERE FURTHER
PROCESSED FOR SHIPPING BY TWO FISHER EMPLOYEES, WHO ARE TRUSTED
AND DENY TAMPERING WITH CONTENTS IN ANY WAY.

INSTANT ELECTRO-PNEUMATIC TRANSDUCERS, WERE PACKAGED ONE
TO A CARTON IN STANDARD CARDBOARD CARTONS MEASURING TWELVE AND
ONE-FOURTH INCHES BY TEN INCHES BY ELEVEN AND THREE-EIGHTS
INCHES, WITH TWO AND THREE-FOURTHS INCH LAYER OF STYRO-FOAM ON
THE TOP AND A FOUR-INCH LAYER OF STYRO-FOAM ON THE BOTTOM. THESE
TRANSDUCERS WERE USED AS HIGH PRESSURE VALVES, CONTAINING NO
FLUIDS OR GASES AND ARE QUOTE EXPLOSION PROOF UNQUOTE.

ABOVE SHIPMENT PICKED UP BY A DRIVER FOR TALLYHO TRANSPORT
COMPANY, TAKEN DIRECTLY TO UNITED AIR LINES CARGO FREIGHT OFFICE
AT DES MOINES MUNICIPAL AIRPORT, DES MOINES, IOWA, AND WERE UN-
LOADED SIX-THIRTY P.M. FEBRUARY THIRTEEN, LAST. ONLY THREE
EMPLOYEES HANDLED THIS FREIGHT AT UNITED AIR LINES PRIOR TO IT
BEING PLACED ABOARD UNITED AIRLINES FLIGHT EIGHT SEVEN ZERO AT
EIGHT ZERO TWO P.M., FEBRUARY THIRTEEN, LAST. THIS FLIGHT WAS
DUE AT CHICAGO AT NINE ZERO TWO P.M. UNITED AIRLINES WAYBILL
NUMBER FOR THIS SHIPMENT IS TWO SIX FOUR ONE ZERO TWO SIX. THERE
WAS A TOTAL OF TEN PIECES WITH TOTAL WEIGHT OF THREEFIVE ZERO
POUNDS SHIPPED ON THIS WAYBILL, BUT ONLY SEVEN FIVE POUNDS
DESTINED TO ISRAEL.

CABLEGRAM TO LEGAT BERN

RE: CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO
TEL AVIV, FEBRUARY TWENTYONE, SEVENTY, WUERENLINGEN,
SWITZERLAND, FPC.

ALL INDIVIDUALS HANDLING ABOVE CARTONS AT MARSHALLTOWN,
AND DES MOINES, IOWA, WERE INTERVIEWED WITH NEGATIVE RESULTS,

EXCEPT [REDACTED] A FISHER COMPANY FREIGHT HANDLER AND

[REDACTED] NO LONGER EMPLOYED BY FISHER COMPANY

AND DID NOT KNOW DESTINATION OF CARTONS. [REDACTED] AN OLD-

TIME TRUSTED FISHER EMPLOYEE NEAR DEATH IN LOCAL MARSHALLTOWN
HOSPITAL. SHIPPING AND EXPORT PAPERS NOT ATTACHED TO ABOVE
CARTONS AT TIME OF SHIPMENT AS BILL OF LADING WAS QUOTE SIGHT
DRAFT UNQUOTE (COD). PAPERS MAILED BY FISHER TO CIRCLE AIR-
FREIGHT ON FEBRUARY THIRTEEN LAST, BUT NOT RECEIVED BY CIRCLE
UNTIL FEBRUARY SIXTEEN, LAST.

PERTINENT SHIPPING DOCUMENTS AND LETTERHEAD MEMO FOLLOWS.

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FBI WASH DC

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

FBI OMAHA

MAR 10 1970

TELETYPE

11:06 A.M. 3/10/70 URGENT JEB

TO: DIRECTOR AND CHICAGO [REDACTED]

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FROM: OMAHA [REDACTED]

Mr. Tolson	✓
Mr. DeLoach	✓
Mr. Mohr	
Mr. Bishop	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	
Miss Gandy	

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CRASH OF SWISSAIR FLIGHT SR THREE THREE ZERO, ZURICH TO TEL
AVIV, FEBRUARY TWENTYONE, SEVENTY, WUERENLINGEN, SWITZERLAND,
FPC. OO: BUREAU.

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EW

RE CHICAGO TELETYPES, MARCH FIVE AND SIX, LAST.

INVESTIGATION AT FISHER CONTROLS COMPANY, MARSHALLTOWN,
IOWA, DETERMINED THAT FIVE CARTONS, EACH WEIGHING FIFTEEN
POUNDS, CONTAINING ONE ELECTRO-PNEUMATIC TRANSDUCER, TYPE
FIVE FOUR SIX, LEFT FISHER SHIPPING DOCKS APPROXIMATELY
THREE THIRTY P.M., FEBRUARY THIRTEEN, LAST. THESE CARTONS WERE
PART OF A TEN PIECE SHIPMENT DESTINED TO CIRCLE AIRFREIGHT
CORPORATION, SCHILLER PARK, ILLINOIS, WITH PART OF THE SHIPMENT
CONSIGNEE TO COMPANIES IN BELGIUM AND ITALY; REMAINING FIVE
CARTONS CONSIGNEE TO INSTITUTE FOR HIGHER EDUCATION, BEER
SHEVA, ISRAEL. THE ITEMS WHICH WERE DESTINED TO ISRAEL WERE
PACKAGED ON JANUARY TWENTYSEVEN DASH TWENTYEIGHT, LAST, BY
FORMER FISHER EMPLOYEE [REDACTED] WMA, AGE TWENTYSIX, OF
IOWA FALLS, IOWA, WHO, ACCORDING TO COMPANY OFFICIALS, HAD NO
KNOWLEDGE OF WHERE THESE ITEMS WERE GOING.

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REC-58

10 MAR 13 1970

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XEROX

MAR 1970

MR. DELOACH FOR THE DIRECTOR

PAGE TWO

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[REDACTED]

ON FEBRUARY THIRTEEN, LAST, THE FIVE CARTONS WERE FURTHER PROCESSED FOR SHIPPING BY FISHER EMPLOYEES [REDACTED] AND [REDACTED] BOTH WMA, AND NATIVE IOWANS. BOTH INDIVIDUALS RECALL THE CARTONS BUT DENY TAMPERING WITH CONTENTS IN ANY WAY. BOTH THESE INDIVIDUALS ARE TRUSTED FISHER EMPLOYEES.

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THE ELECTRO-PNEUMATIC TRANSDUCERS, MODEL FIVE FOUR SIX,, WERE PACKAGED ONE TO A CARTON IN STANDARD CARDBOARD CARTONS MEASURING TWELVE AND ONE-FOURTH INCHES BY TEN INCHES BY ELEVEN AND THREE-EIGHTHS INCHES, WITH TWO AND THREE-FOURTHS INCH LAYER OF STYRO-FOAM ON THE TOP AND A FOUR INCH LAYER OF STYRO-FOAM ON THE BOTTOM. THESE TRANSDUCERS WERE USED AS HIGH PRESSURE VALVES, CONTAINING NO FLUIDS OF GASES AND ARE QUOTE EXPLOSION PROOF UNQUOTE.

ABOVE SHIPMENT PICKED UP BY [REDACTED] WMA, AGE FORTY, A DRIVER FOR TALLYHO TRANSPORT COMPANY; TAKEN DIRECTLY TO UNITED AIR LINES CARGO FREIGHT OFFICE AT DES MOINES MUNICIPAL AIRPORT, DES MOINES, IOWA, AND WERE UNLOADED SIX THIRTY, P.M., FEBRUARY THIRTEEN, LAST. ONLY THREE EMPLOYEES, [REDACTED] WMA, AGE FORTYSIX; [REDACTED] WMA, AGE TWENTYFIVE; AND [REDACTED] WMA, AGE THIRTY, HANDLED THIS FREIGHT AT UNITED AIR LINES PRIOR TO IT BEING PLACED ABOARD UNITED AIR LINES FLIGHT EIGHT SEVEN ZERO AT EIGHT ZERO TWO P.M., FEBRUARY THIRTEEN, LAST. THIS FLIGHT WAS DUE AT CHICAGO AT NINE ZERO TWO P.M. UNITED AIRLINES WAYBILL NUMBER FOR THIS

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[REDACTED]

SHIPMENT IS TWO SIX FOUR ONE ZERO TWO SIX AND AS NOTED THERE WERE A TOTAL OF TEN PIECES WITH A TOTAL WEIGHT OF THREE HUNDRED FIFTY POUNDS SHIPPED ON THIS WAYBILL, BUT ONLY SEVENTYFIVE POUNDS DESTINED TO ISRAEL.

ALL INDIVIDUALS HANDLING ABOVE CARTONS AT MARSHALLTOWN, AND DES MOINES, IOWA, WERE INTERVIEWED WITH NEGATIVE⁶ RESULTS, EXCEPT [REDACTED] A FISHER COMPANY FREIGHT HANDLER, AND [REDACTED] NO LONGER EMPLOYED BY FISHER COMPANY AND DID NOT KNOW DESTINATION OF CARTONS.

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[REDACTED] AN OLD TIME TRUSTED FISHER EMPLOYEE NEAR DEATH IN LOCAL MARSHALLTOWN HOSPITAL. SHIPPING AND EXPORT PAPERS NOT ATTACHED TO ABOVE CARTONS PT TIME OF SHIPMENT AS BILL OF LADING WAS QUOTE SIGHT DRAFT UNQUOTE (COD). PAPERS MAILED BY FISHER TO CIRCLE AIRFREIGHT ON FEBRUARY THIRTEEN, LAST, BUT NOT RECEIVED BY CIRCLE UNTIL FEBRUARY SIXTEEN, LAST.

ALL PERTINENT SHIPPING DOCUMENTS, INCLUDING A TECHNICAL BOOKLET ON THE FIVE TRANSDUCERS, BEING FORWARDED BUREAU AMSD WITH LETTERHEAD MEMORANDUM SUITABLE FOR DISSEMINATION.

CHICAGO AT CHICAGO VERIFY ARRIVAL OF ABOVE SHIPMENT AT CHICAGO O'HARE FIELD VIA UNITED AIR LINES FLIGHT EIGHT SEVEN ZERO, NINE ZERO TWO P.M., FEBRUARY THIRTEEN, LAST. OBTAIN ALL DETAILS OF HANDLING THEREAFTER. - P -

END

~~HOLD FOR COOXXX-CORRECTION. PARA THREE ON PG THREE~~
~~LINE TWO FIRST WRD SHLD B BOOKLET.~~

MXW

FBI WASH DC

CC- MR. SULLIVAN

F B I

Date: 3/25/70

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Priority)

TO: DIRECTOR, FBI
(Attention: Liaison Section)

FROM: SAC, NEW YORK [REDACTED] (P)

SUBJECT: CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV 2/21/70
WUERENLINGEN, SWITZERLAND
(OO: Bu)

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[REDACTED]

ReLegat Bern airtel to Director, 3/10/70.

Enclosed for the Bureau are six copies of an LHM
suitable for dissemination by Legat Bern.

Contact with the UN in NY was made by SA JOHN
MULHERN, who made it clear that this inquiry was being
made at the specific request of the Swiss authorities.

Investigation continuing at NY.

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ENCLOSURE
- 20 Bern
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by 0-7
3/30/70
RA
- 3 - Bureau
(1 - Liaison Section)
- 2 - New York
(1 - [REDACTED])

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TFD:mmz
(6)

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Approved: [Signature]
51 APR 6 1970 Special Agent in Charge

Sent _____ M Per _____



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

New York, New York
March 25, 1970

In Reply, Please Refer to
File No.

Crash of Swissair Flight SR 330,
Zurich to Tel Aviv, February 21, 1970.
Wuerenlinger, Switzerland

[REDACTED] have informed as follows:

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Knowledge of the exact contents of the shipments which were on the plane is of the utmost importance in this case. Among these shipments were the following:

1 - Shipment AWB 085/5381 678, 1/29 pounds
Diplomatic Pouch, sent from the Chief Administrative
Office, Truce Supervision Organization, United Nations,
New York.

2 - Shipment AWB 085/5382 124, 1/55 pounds
Diplomatic Pouch No. 33, sent by the Chief Administrative
Officer, Truce Supervision Organization, United Nations,
New York.

3 - Shipment AWB 085/5382 125, 2/96
Diplomatic Pouches, Numbers 34 and 35, sent by the Chief
Administrative Officer, Truce Supervision Organization,
United Nations, New York.

[REDACTED] Chief, United Nations
Security Force, United Nations Secretariat, New York City,

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[REDACTED]

ENCLOSURE

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Crash of Swissair Flight SR 330,
Zurich to Tel Aviv, 2/21/70
Wuerenlingen, Switzerland

advised on March 24, 1970, that Items 1, 2 and 3 all contained United Nations documents, reports, forms and other United Nations papers.

With regard to Item Number 3, [] advised that in addition to United Nations official documents, this shipment contained a cardboard carton containing one bench saw motor, Model 110-9 manufactured by Tool Craft Corporation. The weight of this carton was 7 pounds.

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[] advised that the third item also contained another cardboard carton which had in it an installation kit and assorted hardware for Model MOOM-30 radio receiver manufactured by the Motorola Corporation. This carton weighed 8 pounds.

[] stated that all the United Nations documents, papers, etc. and the two cartons were placed in manila envelopes which were then inserted into three canvas pouches. The pouches were sealed by means of a string and a lead sealer.

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[] advised that on the evening of March 19, 1970, the three canvas pouches containing the aforementioned material were transported via a United Nations courier in a United Nations transport vehicle to the Swiss Cargo Terminal at John F. Kennedy International Airport and were turned over to Swiss Air Cargo personnel. [] added that the three pouches were sealed when they were turned over to Swiss Cargo personnel at the airport.

[] further advised that the three pouches did not contain any explosives or inflammatory material of any kind.

F B I

Date: 3/16/70

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Priority)TO: DIRECTOR, FBI
(Attention: Liaison Section)

FROM: SAC, CHICAGO [REDACTED] (RUC)

SUBJECT: CRASH OF SWISSAIR FLIGHT
SR 330, ZURICH TO TEL AVIV,
2/21/70,
WUERENLINGEN, SWITZERLAND
FPC

(OO: BUREAU)

Re Bureau letter to Chicago, 3/9/70.

Enclosed for the Bureau are 6 copies of an LHM setting forth background data on GLENN J. WARE, passenger on captioned flight and results of investigation conducted at O'Hare International Airport, Chicago, Illinois.

Investigation at Barrington, Illinois and Deerfield, Illinois, was conducted by SA [REDACTED] Investigation at O'Hare International Airport was conducted by SA [REDACTED]

2 - Bureau (Encl. 6)
2 - Chicago
GSB/mmc
(4)

REC-82

Bern - 1 cc & 3 me
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3-11-70
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Approved: [REDACTED]

Special Agent in Charge

Sent _____

M

Per _____

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UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No. [redacted]

Chicago, Illinois
March 16, 1970

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CRASH OF SWISSAIR FLIGHT
SR 330, ZURICH TO TEL AVIV,
February 21, 1970,
WUERENLINGEN, SWITZERLAND

On March 13, 1970, [redacted]
of Glenn J. Ware, passenger on captioned flight, provided
the following information concerning [redacted]

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[redacted] stated that she last saw [redacted]
on February 19, 1970, the day he departed for his trip to
Europe and the Middle East. [redacted] gave the following
descriptive data concerning [redacted] and was able to
furnish a description of most of the clothing he had taken
with him, although she was unable to furnish data concerning
the exact items that he was wearing on the day of the crash.

Name	Glenn Jay Ware
Sex	Male
Race	White
Date of Birth	July 20, 1930
Place of Birth	Chicago, Illinois
Height	5'9½"
Weight	165 pounds
Build	Average
Hair	Light Brown, worn medium length with no side burns
Eyes	Green, wearing reading glasses with dark frame
Complexion	Ruddy
Moustache	None
Beard	None
Marital Status	Married. October 27, 1956
Wife	[redacted]
Address	[redacted]
Social Security Number	397-24-9865
United States Passport	K1536679, issued September 30, 1969, at Chicago, Illinois

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RE: CRASH OF SWISSAIR FLIGHT
SR 330, ZURICH TO TEL AVIV,
February 21, 1970

Military Service

United States Air Force
August, 1948, to August, 1949

Military Service Number
Employment

Unknown
Director of Marketing for
Australia, Middle East,
South America, Africa and
Japan for Baxter Laboratories,
200 Wilmet Road, Deerfield,
Illinois

Ware was wearing or carrying the following items
at the time of captioned airplane crash:

Overcoat or top coat, white - beige; London Fog
raincoat probably containing a light brown pile
lining.

Suits - 3 light weight suits; 1 royal blue, 1 tan,
1 gray plaid; 1 winter weight white, brown.

Sweater - bluegreen, cardigan golf sweater, possibly
containing Arnold Palmer label.

Trousers - 1 extra pair dark brown slacks.

Shirts - approximately 10 shirts, 4 long sleeve,
6 short sleeve, mostly white, with 1 or 2 colored
shirts.

Ties - assorted ties, further description unknown.

Hose - several pairs dark blue, black and brown socks.

Gloves - none

Shoes - wearing plain toed brown oxfords, carrying
1 pair beige suede Hush Puppies with laces.

Belt - 1 brown, 1 black.

Shorts - Boxer type shorts, carrying several white
and light blue in color.

Undershirts - wore T-shirt type, carrying several.

RE: CRASH OF SWISSAIR FLIGHT
SR 330, ZURICH TO TEL AVIV,
FEBRUARY 21, 1970

Hat - none.

Other Items - carrying cotton bathrobe, blue, yellow and white stripe.

One pair gray and white pajamas - pull over type, elastic waist, band on bottom.

Several plain white handkerchiefs.

Victim was carrying a travel alarm clock, fold type in case, brand name unknown.

Victim was carrying the following toilet items:

Adjustable safety razor, brand unknown.

Can of shaving cream, aresol type, brand unknown.

Spray deodorant, brand unknown.

Toothbrush and type of Vote toothpaste.

Skeptic pencil.

Comb.

Also contained in victim's luggage would have been one small Kodak instamatic camera and possibly several film containers. [] advised that the victim's shirts would have contained a laundry mark consisting of his last name inked on the collar of the shirts. There was no other mark on the victim's clothing.

[] stated that [] would have been wearing the following items of jewelry:

One Omega calender watch, white gold with a black leather band. Serial number unknown. No engraving.

One wedding band, approximately three-eighths inches wide, white gold ridges, trimmed in gold on either side.

RE: CRASH OF SWISSAIR FLIGHT
SR 330, ZURICH TO TEL AVIV,
February 21, 1970

Victim had a tie tac with the Baxter Laboratory emblem in silver on a blue background.

Victim did not wear any religious medals or other jewelry but may have been carrying a silver finger nail clipper on a small bead chain.

Victim also carrying a small manila envelope containing several small blue and white capsules which were medication to prevent dysentery.

Victim wearing a gold ring with a square black onyx stone with a Baxter emblem enscribed on the stone and containing one small diamond. The inside of the band was enscribed "Manager of the Year, 1966"

Victim was carrying a gold colored ball point pen with "Baxter Laboratories" enscribed in black on the pen.

Victim was carrying an American passport, a pocket calander appointment book and a dark brown leather wallet, dollar bill size and folded in half, which contained an American Express credit card, an Air Travel Card and possibly a Shell and Clark Gasoline credit card.

A wallet containing a photograph of his wife, several American Express checks and some United States and Foreign currency, amounts unknown.

Victims luggage consisted of one suitcase described as a dark born imitation leather with one side being sofe and the other side being hard. The soft side of the bag opened by zipper on three sides. The bag was described as a "two week travel case", approximately the size of a two suiter suitcase.

Victim was also carrying a white suit bag with a blue Baxter Laboratory emblem on it. It is described larger than a suitjacket made of thin plastic with a zipper.

RE: CRASH OF SWISSAIR FLIGHT
SR 330, ZURICH TO TEL AVIV,
FEBRUARY 21, 1970

Victim was carrying a suitcase type briefcase which opened at the top and was approximately 5" wide, and 12" x 24". Victim was carrying assorted papers in the briefcase along with several replacement light bulbs for a control panel on a kidney machine described as elongated type light bulbs approximately 2" to 3" long.

He was also carrying several small electric fuses approximately 2" in length.

[redacted] advised that she is the next of kin for the victim and that she resides at [redacted]. She further advised that any information concerning the airplane crash and the death of [redacted] other than from the Federal Bureau of Investigation (FBI) should be directed to her attorney, [redacted].

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On March 13, 1970, [redacted] Manager, Government Sales, Baxter Laboratory, Deerfield, Illinois, made available the following information concerning Glenn Jay Ware, who was employed by Baxter Laboratory at the time of his death.

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[redacted] stated that Ware was carrying United States Passport Number K1536679 issued on September 13, 1969, with an expiration date of September 29, 1974. He also advised that Ware was carrying an International Air Travel Card number 10513F, and telephone credit card issued to Travenol Laboratory Number S1797172196.

[redacted] further stated that Ware had been in the United States Air Force from August, 1948 to August, 1949, but that his Air Force Serial Number was unknown. He also stated that the company had no record of victim's blood type.

[redacted] had departed from the United States and his brief case contained assorted papers in manila file folders which related to his business trip and was also carrying assorted nuts and bolts which are spare parts for a kidney machine manufactured by Baxter Laboratory. He stated that Ware was also carrying spare light bulbs for the control panel of the kidney machine. He described the bulbs as elongated approximately 3" long. He stated that Ware was also carrying a small electric fuses for the kidney machine, approximately 1" to 2" long.

RE: CRASH OF SWISSAIR FLIGHT
SR 330, ZURICH TO TEL AVIV,
FEBRUARY 21, 1970

[REDACTED] United Air Lines (UAL), Cargo Services Assistant, advised on March 11, 1970, that ten pieces of hardware on UAL airbill number 0162641026, which arrived at the UAL Freight Dock, O'Hare International Airport, Chicago, from Tallyho Transport, Marshalltown, Iowa, could easily have arrived on UAL Flight 870, but there would be no way of determining this by records kept by UAL. He stated the ten pieces of hardware are recorded as having arrived at the UAL Freight Dock at 2:07 AM on February 14, 1970, and the flight number upon which the freight was carried is not recorded. He further advised he could not identify the individuals who unloaded flight 870.

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UNITED STATES GOVERNMENT

Memorandum

TO : DIRECTOR, FBI

DATE: 3/11/70

FROM : SAC, SEATTLE [REDACTED] (RUC)

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SUBJECT: CRASH OF SWISSAIR
FLIGHT SR330
ZURICH TO TEL AVIV,
2/21/70
WUERENLINGEN, SWITZERLAND
FPC
00: Bureau

Re New York teletype to Bureau, Chicago, and
Seattle, dated 3/4/70.-2

Enclosed herewith are six (6) copies of an LHM
prepared at Seattle concerning four cartons of electrical
equipment that was manufactured in the Seattle area and
was enroute to its destination in Israel at the time of
captioned crash.

*to Bern -
1cc 3 enc
ay 0-7
3/9/70
Ra*

ENCLOSURE

6 - Bureau (Enc. 6)
1 - Seattle
VPC:bfr
(7)

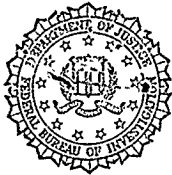
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58 MAR 31 1970



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

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Seattle, Washington

In Reply, Please Refer to
File No. [REDACTED]

March 11, 1970

RE: CRASH OF SWISSAIR FLIGHT SR330
ZURICH TO TEL AVIV,
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

This memorandum concerns investigation conducted in Seattle, Washington, and vicinity by the Federal Bureau of Investigation regarding a shipment of four cartons of merchandise handled by Circle Airfreight Corporation in Seattle which were forwarded to John F. Kennedy Airport at New York City on February 12, 1970, for further handling and shipment to Israel.

MANUFACTURER:

[REDACTED] President of Brown Electro-Measurement Corporation (more commonly known as BECO), 827 - 7th Avenue, Kirland, Washington, and 411 - 2nd Avenue North, Edmonds, Washington, advised on March 9, 1970, that this firm has been manufacturing various electronic equipment including Impedance Bridges, since the 1940s and the firm regularly makes sales that are world-wide.

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[REDACTED] advised that an Impedance Bridge is an instrument for measuring electronic size and accuracy and quality of electrical components such as resistors, capacitors, and inductors and that these Impedance Bridges absolutely are not explosive nor are they flammable.

[REDACTED] advised that under date of November 17, 1969, his company had received a purchase order from International Marketing Services Company, Seattle, for four model 312-A Impedance Bridges which were to be shipped to the Ministry of Defense, Israel.

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[REDACTED] advised that the called for Impedance Bridges were actually assembled at a workshop at his home,

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[REDACTED]
ENCLOSURE

CRASH OF SWISSAIR FLIGHT SR330
ZURICH TO TEL AVIV,
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

[redacted] and he and his wife personally packed these four Impedance Bridges in four separate cardboard cartons and sealed each carton with tape. He said that these electronic instruments were held in place inside the cardboard carton by the use of four pre-cut cardboard inserts as well as through the use of wadded-up newspapers and there was nothing inflammable in the cartons. He said that in addition to the machines themselves; each carton contained a separate power cord that was wrapped in wadded-up newspaper and, in addition, each carton contained an instruction book. He said that at the time of shipment, each of these cartons weighed 15 pounds.

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[redacted] advised that he personally delivered the four cartons, each of which bore labels showing the addressee in Israel, to Circle Airfreight Corporation, 19031 Pacific Highway South, Seattle, Washington, at sometime in the late afternoon of Sunday, February 11, 1970, and a girl at the office of Circle Airfreight signed for the receipt of these four cartons.

[redacted] advised that at the time he delivered these four cartons to Circle Airfreight, each of these cartons was in a normal shipping condition.

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[redacted] advised that he presently has an order for 21 additional Impedance Bridges to be shipped to the same consignee in Israel, as well as for four additional Impedance Bridges to replace the ones lost in captioned air crash.

[redacted] made available a brochure describing the 312-A Impedance Bridges, as well as copies of the original purchase order he had received from International Marketing Services Company, and a copy of BECO's invoice number 2484, concerning the four aforementioned Impedance Bridges. (See attachments I through III)

EXPORTER:

[redacted] operator of International Marketing Services Company, 526 - First Avenue North, Seattle, Washington, advised on March 6, 1970, that he was

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CRASH OF SWISSAIR FLIGHT SR330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

the middle-man between the buyer and the seller involving a recent shipment of four Impedance Bridges from the manufacturer in the Seattle area that were destined for the purchaser in Israel.

[] advised that his agent in Tel Aviv, Israel, R. D. T. Electronics Engineering, Ltd., ordered four Impedance Bridges on behalf of the Israel Ministry of Defense and the order was placed by [] with BECO.

b6
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[] advised that he handled all the paper work on the shipment as well as other shipments on a commission basis. He personally never physically saw the shipment.

[] made available a copy of the order which he had received from R. D. T. Electronics Engineering, Ltd., dated November 13, 1969, and a copy of International Marketing Services Company invoice dated January 22, 1970, which refers to the same shipment. (See attachments IV through V)

AIR FREIGHT FORWARDER:

On March 5, 1970, [] Operations Supervisor, Circle Airfreight Corporation, 19031 Pacific Highway South, Seattle, advised that the only personal knowledge he had of a shipment of four cartons containing electronic equipment shipped by International Marketing Services Company to Israel in February, 1970, was obtained from information on the Export Declaration made by the shipper. He said that according to the records of Circle Airfreight, this shipment of four cartons was received at 6:10 PM on February 11, 1970, at Circle Airfreight's Office and storage room by [] the only female employee of the small office in Seattle. [] also said these cartons were held over at Circle Airfreight in the company's storage room (which is padlocked at night) until sometime between 6:30 and 7:00 PM on February 12, 1970, when they were delivered by a Circle Airfreight employee, one [] to the freight dock of the nearby Northwest Airlines and there were four other cartons of material delivered to Northwest Airlines at the same time which had no connection with the aforementioned four cartons.

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CRASH OF SWISSAIR FLIGHT SR330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

[] advised that this shipment was not validated through Customs in Seattle as this would have been done in New York City.

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[] made available copies of a shippers Export Declaration for four cartons containing 312-A Impedance Bridges with the ultimate consignor listed thereon as the Ministry of Defense, Department of Manufacturing and Purchasing, Hakirya, Tel Aviv, Israel.

[] also made available a copy of Air Waybill #6300372 concerning this same shipment of four cartons of electronic machines with a gross weight of 60 pounds. (See attachments VI and VII).

On March 5, 1970, [] office employee of Circle Airfreight Corporation, Seattle, advised that she recalls signing the receipt for four cartons of merchandise delivered at Circle Airfreight on a Sunday night in February for International Marketing Services Company, and it is her recollection that all of the cartons looked to be in a normal condition when she saw them.

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[] pointed out that Circle Airfreight's storage room is padlocked during the night-time hours and that during the day-light hours, there is always someone in the office who can see anyone attempting to enter the company's storage room.

[] advised that she could furnish no additional information concerning her recollection of this particular shipment.

On March 5, 1970, [] advised that he was the person who delivered the four cartons destined for Israel, plus four other cartons from Circle Airfreight to the freight dock at nearby Northwest Airlines during the early evening of February 12, 1970. [] said that the only comment he can make concerning this shipment is that if there had been anything unusual about any of the cartons at the time he handled them, he would have remembered this and he cannot recall anything unusual about this particular shipment.

CRASH OF SWISSAIR FLIGHT SR330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

AIRLINE CARRIER:

On March 6, 1970, [redacted] of the Air Freight Terminal for Northwest Airlines, Inc., at Seattle-Tacoma International Airport, consulted this company's records and advised that at 7:25 PM on February 12, 1970, under Waybill #SEA5522845, eight pieces of merchandise weighing 88 pounds were received at this terminal, with this terminal being the point of origin for this air freight and the destination being the John F. Kennedy Airport in New York City.

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[redacted] advised that this particular shipment was received at the freight dock of Northwest Airlines by Northwest Airlines Transportation Agent [redacted]. [redacted] pointed out that this particular shipment was put aboard Northwest Airlines Flight #30 on February 12, 1970, which left Seattle at 10:45 PM on a non-stop flight to the John F. Kennedy Airport in New York City.

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[redacted] made available a copy of Northwest Airlines, Inc., Sky Freight/ Comat Manifest, dated February 12, 1970, which lists thereon the freight that was put aboard the aforementioned flight #30 on February 12, 1970, including the freight received under Waybill #SEA5522845, one copy of which Waybill was also made available by [redacted] (See attachments VIII and IX).

On March 6, 1970, [redacted] Transportation Agent for Northwest Airlines, Inc., viewed that company's Waybill #SEA5522845 and identified his signature thereon as being the recipient of eight pieces of machine parts at 7:25 PM on February 12, 1970.

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[redacted] said that the shipper in this instance, Circle Airfreight Corporation, delivers freight to Northwest Airlines almost on a daily basis and for that reason, and because of the amount of freight that he handles each night, he cannot recall this particular shipment.

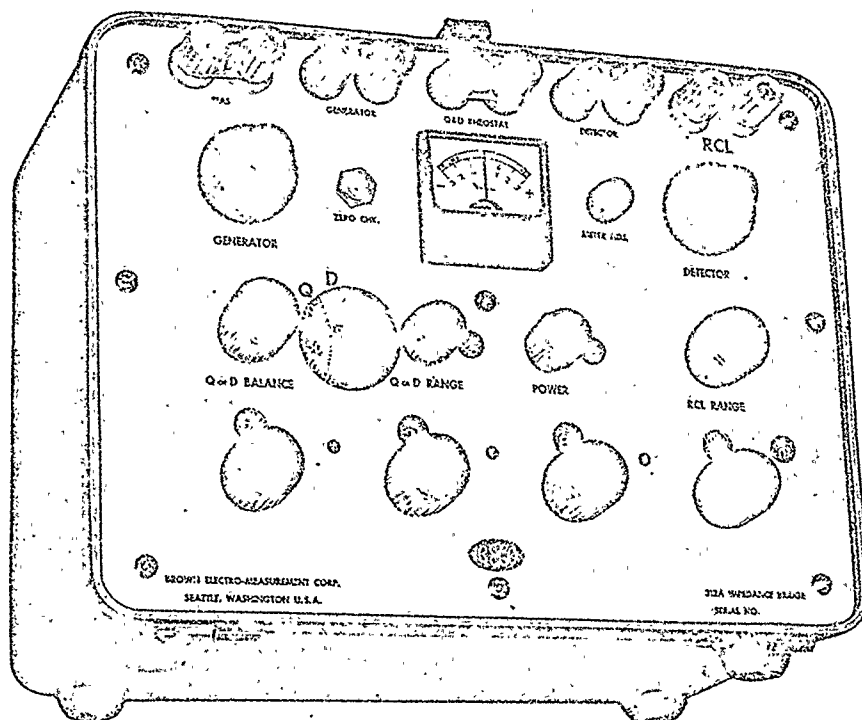
CRASH OF SWISSAIR FLIGHT SR330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

[redacted] pointed out that it must have been an ordinary shipment as he cannot recall anything unusual about it and he pointed out that subsequent to the time he received it, this particular shipment of eight pieces would have been put in a pile with other freight immediately behind the counter where it would be safe from pilfering or anything else. He said that this shipment and all the other pieces of freight in the pile behind his counter would remain under his supervision until shortly before 10:45 PM when the entire pile of assorted cartons of freight would have been machine-loaded into the Northwest Airlines plane that transported it to New York.

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BECO

312-A IMPEDANCE BRIDGE



Featuring

- ★ PRECISION
- ★ DIRECT READING
- ★ WIDE RANGE
- ★ SOLID STATE
- ★ SMALL SIZE
- ★ PORTABILITY
- ★ ELECTRONIC NULL
- ★ BATTERY or A.C.
- ★ LOW PRICE

ACCURACY - .05% for resistance

The BECO 312-A Impedance Bridge includes several outstanding features which make it the best universal impedance bridge available. The electronic null detector for D.C. resistance measurement permits .05% accuracy throughout the range of the bridge. The automatic placement of the decimal point in the readout completely eliminates the need for calculation during measurements. The sensitivity of the A.C. null detector is sufficient to permit fast measurements as small as one-tenth of a picofarad or less. BECO manufactures the precision resistors, precision capacitors and precision potentiometers used in the Bridge, and the resistance, capacitance and inductance standards used for calibration of the instrument are all certified against Bureau of Standards measurements. BECO instruments are sold throughout the United States and Canada by leading sales representatives. Our field office near you would be pleased to arrange a demonstration.

Attachment I

BROWN ELECTRO-MEASUREMENT CORP.

827 7th AVENUE, KIRKLAND, WASHINGTON 98033



VA 2-2211



TYPE 312-A IMPEDANCE BRIDGE

RANGES & ACCURACY:

Resistance: 1 milliohm to 12 megohms in 7 ranges.
Accuracy $\pm$ (.05% + .001 ohm)

Capacitance: 0.1 picofarad to 1200 microfarads in 7 ranges.
Accuracy $\pm$ 0.2%

Inductance: 0.1 microhenry to 1200 henrys in 7 ranges.
Accuracy $\pm$ 0.3%

Dissipation Factor (D): .001 to 1.000 at 1 kilocycle.
Accuracy $\pm$ (2% + .005)

Storage Factor (Q): 0.1 to 1000 at 1 kilocycle.
Accuracy $\pm$ (2% + .005)

BRIDGE STANDARDS:

The wirewound resistors are of low temperature coefficient and are carefully designed for accuracy and stability. The mica capacitance standard is a hermetically sealed unit stabilized and adjusted to better than 0.1% accuracy.

BRIDGE CIRCUITS:

The Wheatstone bridge is used for both D.C. and A.C. resistance measurements. Capacitance is measured in terms of a standard capacitor and precision resistors connected in a four arm bridge network, with provisions for either series or parallel measurements. Both the Maxwell and Hay bridge networks are used for inductance measurements with their respective series or parallel methods.

DETECTOR:

A high gain transistorized amplifier with a frequency selective network is used to drive the panel meter for A.C. measurements. This same amplifier in connection with a photo chopper system is used without the frequency selective network when measuring D.C. resistance. The detector sensitivity is in the order of 10 microvolts.

GENERATOR:

The 1 kilocycle A.C. generator is transistorized and uses a phase shift oscillator followed by a power amplifier and double shielded output transformer to minimize stray capacitance errors when coupling to the bridge networks. A highly insulated D.C. power supply is used to provide voltage for the Wheatstone resistance bridge, and automatic selection of the proper voltage is made for each range of measurement.

SWITCHES:

Silver alloy switches with high grade insulation and dependable ball detents are used throughout the instrument. All critical circuits use paralleled contacts.

CONTROLS:

Three decade switches plus an interpolating slidewire rheostat provide 5-place readout for all ranges of the bridge. The range switch automatically selects the decimal position for the decade reading and also indicates the type of measurement being made. Single knob control is provided for the D and Q balance. Another knob selects either the series or parallel method of measuring capacitance or inductance. Two coaxial controls select the type of generator output and the proper level. Another set of coaxial controls is provided to adjust the detector sensitivity and mode of operation.

TERMINALS:

Five pairs of heavy duty, 5 way, insulated binding posts are provided with a set each for External Detector, External Bias, External Generator, Unknown RCL, and External D or Q.

POWER SUPPLIES:

115 or 230 volts A.C. 50 to 440 cycles, or the bridge may be ordered with an accessory NiCad battery pack. The charging system is an integral part of the power supply and the battery pack may be added at any time. A 6-foot, 3-wire power cord is supplied.

CABINET:

A heavy gauge aluminum cabinet and cover finished in a durable blue vinyl paint is used to house the instrument, and a comfortable carrying handle provides complete portability.

DIMENSIONS:

10-1/2" wide, 7-3/4" high, 8-1/2" deep, with cover.

WEIGHT:

10-3/4 pounds net. 13-1/2 pounds complete with domestic shipping container.

ACCESSORIES:

NiCad battery pack No. 312-2 providing up to 24 hours of continuous service is available for operating the bridge where A.C. power cannot be used.

PRICE:

\$470.00, f.o.b. Kirkland, (Seattle) Washington. 312-2 battery pack \$97.20, f.o.b. Kirkland, Washington.

REPRESENTED BY:

DATA SHEET B12-965

BROWN ELECTRO-MEASUREMENT CORP.

827 7th AVENUE, KIRKLAND, WASHINGTON 98033



VA 2-2211

P U R C H A S E O R D E R

INTERNATIONAL MARKETING SERVICES COMPANY
526 -- 1st Avenue North
Seattle, Washington - - - 98109
Phone: ATwater 4 - 0886

Cable Address: IMSCO-SEATTLE

Date: November 17, 1969

PURCHASE ORDER NUMBER 005/9498/070-77

SHIP TO: Ministry of Defense
Israel

ROUTING: Pan Amm

MARKINGS: 005/9498/070-77

<u>QUANTITY</u>	<u>ITEM</u>	<u>UNIT COST</u>	<u>TOTAL</u>
- 4 -	Model 312-A Bridges (230V)	\$376.00	\$1504.00

S/N 375, 376, 377 & 378

Invoice Nr. 2484



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BROWN ELECTRO-MEASUREMENT CORPORATION

MANUFACTURERS OF PRECISION ELECTRICAL AND SCIENTIFIC INSTRUMENTS

827 - 7TH AVENUE

KIRKLAND, WASHINGTON 98033

INVOICE
NUMBER

2484

INTERNATIONAL MARKETING SERVICES CO.

526 First Avenue North,
Seattle, Washington 98109

SOLD
TO

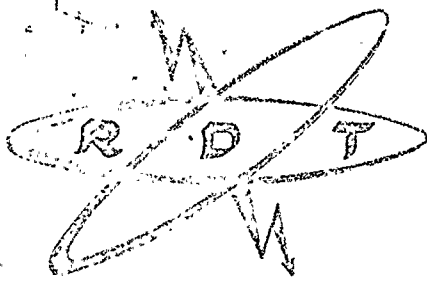
SHIP
TO

Ministry Of Defense
Dept. Of Manufacturing
And Purchasing,
Hakirya, Tel Aviv, Israel

INVOICE DATE Feb. 10, 1970	CUSTOMER ORDER NO. 005/9498/070-77	REPRESENTATIVE IMS	TAXABLE YES ☐ NO ☒	TERMS Net	
DATE SHIPPED Feb. 10, 1970	SHIPPED VIA Circle Air Freight	FOB Seattle, Wash. U.S.A.	PARTIAL	COMPLETE	XX
QUANTITY	DESCRIPTION	PRICE	UNIT	AMOUNT	
4	BECO Model 312-A Impedance Bridges S/N 375,376,377 & 378 (230 Volt)	\$470.00	each	\$1,880.00	
	Less IMS Discount of 20%	NET		\$1,504.00	

REPRESENTATIVE'S COPY

Attachment III



ר.ד.ת. הנדסת אלקטרוניקה בע"מ
רח' פרופ' שור 19 תל-אביב ת.ד. 21082 על. 266181, 266182
R. D. T. ELECTRONICS ENGINEERING LTD.
P.O.B. 21082 . 19 PROF. SHOR ST., TEL-AVIV, ISRAEL . TEL. 266181, 266182

CABLES : RADATCO TEL-AVIV

ORDER No. 005/9498/070-77

To: BECO - BROWN ELECTRO MEASUREMENT CORP.
827 7th Avenue, Kirkland
Washington 98033

Date: 13th November 1969
Your Ref. _____
Our Ref. _____

Dear Sirs,

We take pleasure in ordering on behalf of: Ministry of Defense
as per ~~your~~/our quotation No. 0337 the following:—

ITEM	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
1.	4	Impedance Bridge 312A	\$470.00	\$1,880.00

Shipping Instructions:—

Total \$1,880.00

- All goods to be addressed and all documents to be made out to:— Ministry of Defense
Dept. of Manufacturing & Purchasing, Makirya, Tel Aviv, Israel
- Shipment: ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ By Airfreight, ~~XXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXX~~(El Al Airlines Only) to Lod Airport ~~XXXXXXXXXXXXXXXXXX~~ Total: _____
- Freight: Payable at destination.
- Insurance: Customer will insure.
- Payment Terms: Cash against Documents (CAD) through the Bank of Israel, Jerusalem, Israel
- Documents: All invoices in 8 copies, ~~XXXXXXXXXX~~/Airways Bill in 6 copies to be sent to the
Bank mentioned above bearing the order number.
- Marks: All parcels to be marked: ORDER NO. 005/9498/070-77
- Delivery: 6 - 8 weeks
- Remarks: All documents to be Air Mailed.
- Please acknowledge this order directly to the customer with a copy to us.

Very truly yours,

Attachment IV

R.D.T. ELECTRONICS ENGINEERING LTD.

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b7c

I N V O I C E

INTERNATIONAL MARKETING SERVICES COMPANY
526 -- 1st Avenue North
Seattle, Washington - - - 98109
Phone: ATwater 4 - 0886

Cable Address: IMSCO-SEATTLE

Date: January 22, 1970

CUSTOMER PURCHASE ORDER 005/9498/070-77

SOLD TO: Ministry of Defense
Dept. of Manufacturing & Purchasing
Hakirya, Tel Aviv, Israel

SHIP TO: SAME

<u>QUANTITY</u>	<u>ITEM</u>	<u>UNIT COST</u>	<u>TOTAL</u>
-4-	BECO Model 312A Impedance Bridges (230V) Serial Nos. 375, 376, 377, & 378	\$470.00ea.	\$1,880.00 US

ROUTING: Circle Air Freight AWB # 6300372

MARKINGS: ORDER NO. 005/9498/070-77

TERMS: Sight Draft (C.A.D.)/Bank of Israel, Jerusalem

SHIPPING DATE:

Attachment V

Manager

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b7c

SHIPPER'S EXPORT DECLARATION OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Subject To U.S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, the export declaration (a) must be presented to and authenticated by the Collector of Customs before the goods are placed on pier or dock or other place of loading for the purpose of exporting by water or air; (b) must be presented to and authenticated by the Collector prior to exportation where the goods are exported by other means.

Declarations Should Be Typewritten Or Prepared In Ink

Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.5 (b) C.F.R.; 50 U.S.C. App., 2026c.)

Customs Authentication (For Customs use only.)

FILE NO. (For Customs use only.)

Do Not Use This Area

District

Port

Country

(For customs use only)

1. FROM (U.S. Port of Export)

Seattle

2. METHOD OF TRANSPORTATION (check one):

☐ Vessel
(incl. ferry)

☒ Air

☐ Other (Specify)

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

3. EXPORTER (Principal or seller—licensee)

ADDRESS (Number, street, place, state)

International Marketing Services Co., 526 - 1st N., Seattle, Wash 98109

4. AGENT OF EXPORTER (Forwarding agent)

ADDRESS (Number, street, place, state)

CIRCLE AIRFREIGHT CORP.

5. ULTIMATE CONSIGNEE

ADDRESS (Place, country)

Ministry of Defense, Dept of Manufacturing & Purchasing, Hekirya, Tel Aviv, Israel

6. INTERMEDIATE CONSIGNEE

ADDRESS (Place, country)

None

7. FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

TEL AVIV

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment)

TEL AVIV, ISRAEL

(9) MARKS AND NOS.	(10) NUMBER AND KIND OF PACKAGES, DESCRIPTION OF COMMODITIES, EXPORT LICENSE NUMBER, EXPIRATION DATE (OR GENERAL LICENSE SYMBOL) (Describe commodities in sufficient detail to permit verification of the Schedule B commodity numbers assigned. Do not use general terms. Insert required license information on line below description of each item)	(11) SHIPPING (Gross) WEIGHT IN POUNDS (required for vessel and air shipments only)	(12) SPECIFY "D" OR "F" (See instructions on reverse side)	(13) SCHEDULE B COMMODITY NO.	(14) NET QUANTITY IN SCHEDULE B UNITS (State unit)	(15) VALUE AT U.S. PORT OF EXPORT (Selling price or cost if not sold, including inland freight, insurance and other charges to U.S. port of export) (Nearest whole dollar; omit cents figures)
ORDER NO. 005/7408/070-77	4 Cartons containing one each BECO Model 312A Impedance Bridges	605	D	729.5220		\$1835.00

0-1107 (Validated No. not req'd)

These commodities licensed by U.S. for ultimate destination ISRAEL Diversion contrary to U.S. law prohibited.

16. WAYBILL OR MANIFEST NO. (of Exporting Carrier)

17. DATE OF EXPORTATION (Not required for shipments by vessel)

18. THE UNDERSIGNED HEREBY AUTHORIZES

Circle Air Freight

TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES.

(Name and address—Number, street, place, State)

EXPORTER

International Marketing Services Co.

(DULY AUTHORIZED

OFFICER OR EMPLOYEE)

19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs 1 (c), (e), on reverse side.)

Signature

(Duly authorized officer or employee of exporter or named forwarding agent)

For

(Name of corporation or firm, and capacity of signer; e.g., secretary, export manager, etc.)

Address

526 - 1st N., Seattle, Washington 98109

Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent named by exporter.

If shipping weight is not available for each Schedule B item listed in column (13) included in one or more packages, insert the approximate gross weight for each Schedule B item. The total of these estimated weights should equal the actual weight of the entire package or packages.

Designate foreign merchandise (re-exports) with an "F" and exports of domestic merchandise produced in the United States or changed in condition in the United States with a "D." (See instructions on reverse side.) CARRIERS, FORWARDERS AND EXPORTERS ARE REMINDED THAT IF A DESTINATION CONTROL STATEMENT IS REQUIRED ON A SHIPPER'S EXPORT DECLARATION COVERING A GIVEN SHIPMENT, SUCH STATEMENT MUST ALSO APPEAR ON ALL COPIES OF THE BILL OF LADING AND COMMERCIAL INVOICE. (See Comprehensive Export Schedule.)

Do Not Use This Area

SHIPPER'S INSTRUCTIONS

Please remove last copy only for your records.

☐ PREPAID

☒ COLLECT

INSURE FOR

NO INSURANCE UNLESS DECLARED

Notice—Option is expressly reserved under CAB Reg. 297.3 to act as agent of the direct air carrier.

C. O. D.

VALUE FOR CARRIAGE

REMARKS

Original + 3 copies
AWB by Return mail
to IMISCO - 526-1st N
Seattle 98109

YOURS TRULY

DATE

DRIVERS SIGNATURE

DATE

TIME

2-11-70 6:10 PM

CIRCLE AIRFREIGHT TERMINAL

HARPER ROBINSON & CO. AFFILIATE ESTABLISHED 1898

SAN FRANCISCO AREA
CARGO TELEPHONE #1
SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA, 94119
PHONE: (415) 773-1755

LOS ANGELES AREA
LOS ANGELES INT'L AIRPORT
5150 WEST 104th STREET
LOS ANGELES, CALIF.
PHONE: (213) 775-0470

SAN DIEGO AREA
10th AVE. MARINE TERMINAL
PHONE: (714) 232-4491

PORTLAND AREA
BOARD OF TRADE BLDG.
PORTLAND, OREGON
PHONE: (503) 7-15175

SEATTLE AREA
SEATTLE/TACOMA INT'L AIRPORT
DAY 17, CARGO BLDG.
PHONE: (206) 242-0592
(206) 624-0880

HOUSTON AREA
WORLD TRADE BLDG.
HOUSTON, TEXAS
PHONE: (713) 224-5514

CHICAGO AREA
9365 LELAND AVE.
SCHILLER PARK, ILL.
PHONE: (312) 678-0270
(ADJACENT TO O'HARE AIRPORT)

NEW YORK AREA
147-25 179th STREET
JAMAICA, NEW YORK
PHONE: (212) 773-4703
(Adjacent to J.F.K. Int'l Airport)

Attachment VI

C.A.B. REGISTERED INTERNATIONAL
AIR FREIGHT FORWARDER

CABLE ADDRESS:
CIRCLEAIR
ALL OFFICES

AIR WAYBILL
(AIR CONSIGNMENT NOTE)
ISSUED BY CIRCLE AIRFREIGHT CORP.
HEAD OFFICE, SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CA. 94128, U.S.A.

1 AIR WAYBILL NUMBER

6300372

2 CONSIGNEE'S ACCT NO.	3 ORIGIN BR CODE (IN 3 LTR. CODE) SEA	4 DEST. AIRPORT CODE (IN 3 LTR. CODE) TLV	5 SHIPPER REFERENCE NUMBER
------------------------	---	---	----------------------------

CONSIGNEE TO
MINISTRY OF DEFENSE, DEPT OF MANUFACTURING & PURCHASING, HAKIRYA, TEL AVIV, ISREAL

ALSO NOTIFY	NO. OF PACKAGES	METHOD OF PACKING	NATURE AND QUANTITY OF GOODS	MARKS AND NUMBERS	DIMENSIONS OR VOLUME	6 GROSS WEIGHT (in Lbs.)
-------------	-----------------	-------------------	------------------------------	-------------------	----------------------	-----------------------------

4 CTNS ELECTRONIC MACHINES 005/9498/070-77 60 LBS

MADE IN THE USA

PLEASE NOTIFY CONSIGNEE ; IMMEDIATELY UPON ARRIVAL

COUNTRY OF ORIGIN U.S.A. These commodities licensed by the United States for ultimate destination
Diversion contrary to United States law prohibited. ISRAEL

SHIPPER'S DECLARED VALUE (Specify Currency)		METHOD OF ROUTING AND CHARGES — Agreed stopping places are those places (other than the places of departure and destination) shown under Air Carriage, and/or those places shown in carriers' timetables as scheduled stopping places for the route. SEE CONDITIONS ON REVERSE HEREOF.		BEYOND CHARGES (For GAO CAC Only) IBM CODE B					
For Customs	For Carriage								
\$1885.00	NVD								
AIR CARRIAGE		CHARGEABLE WEIGHT (In Lbs.)	7 RATE CLASSIFICATION	RATES	PREPAID \$ U.S.	IBM CODE	THIS COLUMN FOR CAC-GAO USE ONLY	COLLECT \$ U.S.	
Departure (Airport of)	SEA	(Address of First Carrier)							
21. To	TLV	First Carrier	CAC	60#	GEN	1.79	COLLECT	21	107.40
22. To		Carrier						22	
23. To		Carrier						23	
24. Valuation Charge From		To						24	
25. Valuation Charge From		To						25	
26. INSURANCE: AMOUNT REQUESTED (Specify Currency)								26	
27. EXPORT DECLARATION								27	
28. DOCUMENTATION AND/OR FORWARDING FEE								28	2.50
29. SERVICE								29	
30. SERVICE								30	
31. ARRANGING BANKING/LETTER CREDIT								31	
32. COMMUNICATION, TWX, TELE, POSTAGE								32	
33. PICK UP								33	
34. INLAND FREIGHT								34	
35. CONSULAR FEE ADVANCE								35	
36. C.O.D. FEE								36	
37. SHIPPER'S C.O.D.								37	

SHIPPER'S C.O.D. DOLLAR AMOUNT IN WORDS

8

P

TOTALS
(IN U.S. DOLLARS)

9

C

100.00

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON THE REVERSE HEREOF.

SHIPPER'S NAME & ADDRESS

10 SHIPPER'S ACCOUNT NUMBER

INTERNATIONAL MARKETING SERVICES
526 1ST NORTH
SEATTLE WASHINGTON 98109

Carrier certifies above described goods were for carriage SUBJECT TO THE CONDITIONS ON THE REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

11 DATE EXECUTED
(IN 6 NOS. - MO/DATE/YR.)

2-12-70

12 DOMESTIC AGENT'S ACCOUNT NO.
(IN 3 NUMBER CODE)

Name and Address of Issuing Carrier or Agent

CIRCLE AIRFREIGHT CORPORATION
19031 PAC HWY SO. SEATTLE WASH

Signature of Issuing Carrier or Its Agent

AIR WAYBILL NUMBER

6300372

(C.A.C. ORIGIN AIRPORT)
ALPHABETICAL FILE

COPY 4

Attachment VII

NORTHWEST AIRLINES, INC.
SKY FREIGHT/COMAT MANIFEST

STATION SEA FLIGHT 303 OF THE 12 SHIP NO. DATE 2-12-80

OFF/ON LOAD

OFF/ON LOAD

WAYBILL NUMBER	PCS.	WEIGHT	NWA ORIGIN	NWA DESTIN
SEA 155 0065	1	40		JFK
" 445 5990	1	13		"
" 725 4844	1	1	AOL	"
" 446 1682	2	2		"
" 488 7993	1	56		"
" 552 2845	8	88	O-F	"
" 446 5064	1	5	AOL	"
" 446 9686	1	26	AOL	"
" 446 5075	2	58		"
" 446 5086	1	29		"
" 446 5090	2	9	AOL	"
" 446 3701	1	1	AOL	"
" 447 3405	1	245	(H.P.)	"
22/56				
COMAT WAYBILL	PCS.	WEIGHT	DESTI- NATION	PRIOR- ITY
JFK 51 2708				
P.H.L. 7 224				

WAYBILL NUMBER	PCS.	WEIGHT	NWA ORIGIN	NWA DESTIN
SEA 099 635	1	11		P.H.L.
SEA 155 2191	4	63	AB	"
" 155 2176	2	150	AB	"
SEA 324 0646	21	2060	R.S.	JFK
SEA 038 226	2	18	R.S.	"
SEA 038 225	1	9	R.S.	"
SEA 038 224	1	14	R.S.	"
TPO 092 427	1	9	R.S.	"
URB 042 863	1	73	R.S.	"
SEA 041 924	1	24	R.S.	"
28/24				
COMAT WAYBILL	PCS.	WEIGHT	DESTI- NATION	PRIOR- ITY
28-R.S. JFK				



b6
b7C

REMARKS:

NORTHWEST ORIENT AIRLINES ST. PAUL, MINN. 55111		RAPID AIRBILL NON-NEGOTIABLE		012- SEA 552.2845		DECLARED VALUE		SHIPPER'S G.O.D. 1		C.O.D.			
SUBJECT TO CONDITIONS OF CONTRACT ON THE BACK OF THE AIRBILL													
SHIPPER CIRCLE AIRFREIGHT CORP				CONSIGNEE CIRCLE AIRFREIGHT CORP				PREPAID		C.O.D. FEE & OTHER		COLLECT	
STREET ADDRESS PO BOX 2328				STREET ADDRESS JFK INTERNATIONAL				EXCESS VALUE					
CITY SAN FRANCISCO CALIF				CITY JAMAICA NEW YORK				INSURANCE PREMIUM					
ROUTING FROM SEA				VIA NW		TO JFK		PREPAID CASH		COLLECT CREDIT			
PIECES 8				DESCRIPTION (INCLUDING METHOD OF PACKING, MARKS & NUMBERS) MACH PARTS				WGT. IN LBS. 88		COM. GRP. NO. G		RATE CWT	
												WEIGHT - RATE 20.75	
												WEIGHT - RATE	
												PICKUP	
												DELIVERY	
INSTRUCTIONS TO CARRIER DC SEA 127 NOA													
DIMENSIONAL WEIGHT INFORMATION				EXECUTED AT/BY SEA				DATE 2/10/2017		TIME 2:25		TOTAL (INCLUDING C.O.D.)	

SHIPPER'S RECEIPT
AC-1X
OS-2 REV. 12-65 PRINTED IN U.S.A.

b6
b7c

Attachment IX

F B I

Date: 3/26/70

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL

(Priority)

TO: DIRECTOR, FBI [redacted]
 FROM: SAC, CHICAGO [redacted] (RUC)
 SUBJECT: CRASH OF SWISSAIR FLIGHT,
 SR 330,
 ZURICH TO TEL AVIV,
 2/21/70
 WUERENLINGEN, SWITZERLAND
 FPC

Re Bureau 07 to Chicago, 3/18/70.

Chicago indices reflect no information re
[redacted]Chicago indices show many references to a
[redacted] and also for a [redacted]

No indication in indices that either [redacted]
 are sympathetic with Palestinian liberation movements
 or pro Arab sympathizers.

20 Bureau - 1cc
 407
 3/30/70
 Pa

REC 4

2 - Bureau
 1 - Chicago

WJS:tlb
 (3)

MAR 27 1970

56 APR 7 1970

7 1970

Special Agent in Charge

Sent _____ M Per _____

b3
b7Eb6
b7Cb3
b7Eb6
b7C

F B I

Date: 3/30/70

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL AIRMAIL
(Priority)

TO: DIRECTOR, FBI [redacted] b3 b7E

FROM: SAC, ST. LOUIS [redacted] (RUC)

SUBJECT: CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC

Re Legat Bern airtel to the Bureau, 3/10/70,¹³
enclosing LHM.

Enclosed for the Bureau are six copies of an LHM
suitable for dissemination, which contains results of
investigation at St. Louis.

St. Louis file contains no information re individuals
who had contact with shipment.

LEADSTHE NEW YORK DIVISION:AT JOHN F. KENNEDY AIRPORT:

Contact Transworld Airlines officials and conduct
requested investigation set out in referenced communication
regarding shipment number 4 from Storz Instrument Co.,
St. Louis, noting that shipment arrived John F. Kennedy Airport,
aboard TWA Flight 652 at 2:00 A.M., 2/20/70.

- 6-2D
- 2 - Bureau (Encl. 6)
 - 2 - New York (Encl. 2)
 - 1 - St. Louis
- CM:kmm
(5)

REC-57

ST-103

10 APR 6 1970

Approved: [Signature]
Special Agent in Charge

Sent _____ M Per _____

APR 21 1970



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

Post Office Drawer 7251, Central Station

b3
b7E

St. Louis, Missouri

March 30, 1970

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV,
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

On March 24, 1970, [redacted] Overseas Representative, Storz Instrument Company, 4570 Audubon Street, St. Louis, Missouri, advised that the shipment in question consisted of various medical probes, which are used for testing purposes and treatment of nasal diseases. The shipment contained seven probes and a transformer and cord, which act as a heat source for these instruments. [redacted] advised that there was no explosive or flammable property contained in the shipment.

b6
b7C

[redacted] advised that Medidenta Medical and Laboratory Equipment Company, Haifa, 27, Herzl Street, Haifa, Israel, acts as agent for the consignee, the Rothschild Hospital Municipality, Haifa, Israel. He advised that Medidenta makes the initial contact for the hospital, but that the equipment is shipped directly to the hospital and payment for same is received directly from the hospital. [redacted] advised that this particular shipment was paid for by the hospital prior to shipping and that shipping charges were to be collected on delivery.

b6
b7C

b3
b7E

ENCLOSURE

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV

[] stated that employees of Storz Instrument Company who handled the merchandise for this shipment, knew that it was consigned to the hospital at Haifa, Israel, however, he stated that no one, except himself and his secretary, knew when it was to be shipped or the route it would take. He stated that he himself, in fact, did not know what flights the parcel would be on from the time it left his company warehouse until it was delivered. He advised that Jet Airfreight Company picked up the parcel from Storz at 4570 Audubon and transported it to Lambert St. Louis Airport.

b6
b7C

[] provided the following documents regarding this shipment which are attached:

b6
b7C

A letter from Medidenta to Storz, describing the order;

A copy of an itemized bill for the order; and

A copy of Swissair waybill number 085-533-839.



Medidenta 1969

MEDICAL AND LABORATORY EQUIPMENT
HAIFA, 27, HERZL STREET

מדידנטה

ציוד רפואי ומעבדתי
ח.י.פ.ה. רחוב הרצל 27

HAIFA, 9th November 1969, חיפה
(ISRAEL)

Messrs.
Storz Instrument Co.
Audubon Ave. 4570
St. Louis 63110
U.S.A.

Dear Sirs,

We refer to our order sent to you on the January, 27, 69
goods to be sent to the Purchase Department
Municipality Haifa, total f.o.b. 138.50 \$.

The order consist of:

2 x S 1992	8.50	17.00
2 x S 1990	3.00	6.00
14x S 1995 (2 Of each size:) 1,10,12,14,15,19,20	4.50	63.00
1 x S 1942		52.50
		<u>138.50</u>

As the customer needs the goods urgently, please
send them by Airparcelpost.

In hope to have your most early attention to that matter,
we remain,

Yours faithfully,

[Signature]

Medidenta, Haifa.

b6
b7C

Enter new order - shipment lost in transit

SOLD TO: THE ROTSCCHILD HOSP MUNICIPALITY
HAIFA ISRAEL

2-16-70
INVOICE DATE

TERMS:
NET 30 DAYS

PLEASE REFER TO
INVOICE WHEN
MAKING PAYMENT
OF INVOICE

SHIP TO: THE ROTSCCHILD HOSP MUNICIPALITY
HAIFA ISRAEL

LE 24/11/68

CODE NO 8179700 1 1 1 0537

YOUR ORDER NO	SHIPPING INSTRUCTIONS	ORDER INSTRUCTIONS	PMT	
LE 24/11/68	AID FREIGHT COLLECT SWISSAIR AEB 085-5338391			
CATALOG NO	DESCRIPTION	QUANTITY	PRICE	AMOUNT
S1933 1	ELECTRODE CAUTERY NASAL SIZE-1	2 EA	4.50	9.00
S1933 10	ELECTRODE CAUTERY NASAL SIZE-10	2 EA	4.50	9.00
S1933 13	ELECTRODE CAUTERY NASAL SIZE-15	2 EA	4.50	9.00
S1932	TRANSFORMER NATIONAL S1932	1 EA	52.50	52.50
S0670	CORD CAUTERY [S-1990]	2 EA	3.00	6.00
S1933 20	ELECTRODE CAUTERY NASAL SIZE-20	2 EA	4.50	9.00
S1933 12	ELECTRODE CAUTERY NASAL SIZE-12	2 EA	4.50	9.00
S1933 19	ELECTRODE CAUTERY NASAL SIZE-19	2 EA	4.50	9.00
S1933 14	ELECTRODE CAUTERY NASAL SIZE-14	2 EA	4.50	9.00
S1992	HANDLE CAUTERY NASAL & LARYNGEAL [E-6568]	2 EA	8.50	17.00

COMPLETE ORDER

U.S.A. ORIGIN

TOTAL

138.50

CERTIFIED CORRECT
STORZ INSTRUMENT COMPANY

EXPORT DEPARTMENT

b6
b7C

SWORN BEFORE ME THIS 19 DAY OF FEBRUARY 1970

J. WAYNE BALLARD
NOTARY PUBLIC

IF SHIPMENT IS RECEIVED DAMAGED SEND CARRIER REPORT TO US AND WE WILL PLACE CLAIM.
THIS INCLUDES CONCEALED DAMAGE. CARRIER MUST SEE PACKING MATERIAL TO MAKE REPORT.
PLEASE MAKE RETURNS WITHIN 30 DAYS. ETCHED INSTRUMENTS CANNOT BE RETURNED.

PLEASE PAY BY INVOICE

085- 533 839

2

AIR WAYBILL NUMBER 085- 533 8391		SERIAL NO. 2		AIRPORT OF DEPARTURE STL		SPECIES OR DATE 206		TO TEL-AVIV		FROM ST. LOUIS		CARRIER SWISSAIR		FLIGHT/DAY 1		FLIGHT/DAY 1	
AIRPORT OF DEPARTURE (ADDITIONAL FIRST CARRIER) AND REQUESTED ROUTING ST. LOUIS, MISSOURI						AIRPORT OF DESTINATION TEL-AVIV						FLIGHT/DAY 1		FLIGHT/DAY 1			
PURCHASE DEPARTMENT THE ROTHSCHILD HOSPITAL MUNICIPALITY HAIFA, ISRAEL						SHIPPER'S ACCOUNT NUMBER 119142						SHIPPER'S NAME AND ADDRESS STORZ INSTRUMENT COMPANY 4570 AUDUBON AVENUE ST. LOUIS, MISSOURI 63110					
ISSUING CARRIER'S AGENT ACCOUNT NO. JET AIR FREIGHT INTERNATIONAL DIV. 4470 WOODSON RD. ST. LOUIS MO.						ISSUING CARRIER'S AGENT NAME AND CITY JET AIR FREIGHT INTERNATIONAL DIV. ST. LOUIS, MO.						AGENCY'S IATA CODE 26-71422					
CHARGES Freight Collect FX		CURRENCY US\$		QUANTITY 12 LBS.		UNIT LBS.		COMMODITY ITEM NO. GL		CHARGEABLE WEIGHT 12		RATE 1.80		SPECIAL ACCOUNTING INFORMATION JET FILE #20177			
ONE CARTON: MEDICAL & SURGICAL INSTRUMENTS																	
(3 Invoices attached) (Exp. Dec. attached) THESE COMMODITIES LICENSED BY U.S. FOR EXPORT TO DESTINATION Israel EXEMPT FROM U.S. LAW PROHIBITION																	
SPECIAL HANDLING INFORMATION (INCLUDING MARKS, NUMBERS, AND METHOD OF PACKING)																	

NOT NEGOTIABLE

AIR WAYBILL

AIR CONSIGNMENT

NOTE

Issued by Swiss Air Transport Ltd., Zurich/Switzerland
Member of IATA (International Air Transport Association)

If the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention goods and must carry the liability of carriers in respect of loss of or damage to cargo. In such cases, the shipper must declare the places of destination and destination of cargo and the requested routing and the places shown in the Convention timetable or scheduled stopping places for the carriage of first carrier is the airport of destination.

SEE CONDITIONS ON REVERSE HEREOF

The shipper certifies that the particulars on the back hereof are correct and complete in the conditions on reverse hereof.

SIGNATURE OF SHIPPER

BY BROKER/AGENT

JET AIR FREIGHT

Carrier certifies goods described below were received for carriage subject to the conditions on reverse hereof, the goods then being in apparent good order and condition except as noted hereon.

EXECUTED ON FEB. 12, 1970, ST. LOUIS, MO.

SIGNATURE OF CARRIER OR ITS AGENT

Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.

085- 533 839

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV

On March 24, 1970, [REDACTED] Export Clerk, Jet Airfreight Corporation, 4470 Woodson Road, St. Louis, Missouri, advised that the package in question left St. Louis on TWA Flight 652 for John F. Kennedy Airport, New York, at approximately 9:00 P.M. on February 19, 1970. She advised that the driver for Jet Airfreight Company picked up the package at Storz and delivered it to TWA freight dock at Lambert St. Louis Airport. She advised that she did receive confirmation from the driver that the package was placed aboard flight 652 and did, in fact, leave St. Louis on that plane.

b6
b7C

[REDACTED] stated that no employee of Jet Airfreight, including herself, was aware of the exact route the package would take, or when it would leave John F. Kennedy Airport for the continent. She stated that she did know by looking at the air waybill that the package would eventually wind up in Zurich, Switzerland, and would be transferred to another Swissair plane for the final trip to Haifa.

b6
b7C



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

Post Office Drawer 7251, Central Station

b3
b7E

St. Louis, Missouri

March 30, 1970

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV,
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

On March 24, 1970, [redacted] Overseas Representative, Storz Instrument Company, 4570 Audubon Street, St. Louis, Missouri, advised that the shipment in question consisted of various medical probes, which are used for testing purposes and treatment of nasal diseases. The shipment contained seven probes and a transformer and cord, which act as a heat source for these instruments.

b6
b7C

[redacted] advised that there was no explosive or flammable property contained in the shipment.

[redacted] advised that Medidenta Medical and Laboratory Equipment Company, Haifa, 27, Herzl Street, Haifa, Israel, acts as agent for the consignee, the Rotschild Hospital Municipality, Haifa, Israel. He advised that Medidenta makes the initial contact for the hospital, but that the equipment is shipped directly to the hospital and payment for same is received directly from the hospital.

b6
b7C

[redacted] advised that this particular shipment was paid for by the hospital prior to shipping and that shipping charges were to be collected on delivery.

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

UNITED STATES GOVERNMENT

Memorandum

TO : DIRECTOR, FBI

b3
b7E

DATE: 3/27/70

FROM : SAC, SEATTLE (RUC)

SUBJECT: CRASH OF SWISSAIR
FLIGHT SR 330
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC
OO: BUREAU

Re SEt to Bureau 3/11/70.²¹

The Seattle Division has checked its files concerning each of the persons who handled a shipment in this case that emanated from Seattle.

No pertinent information was located.

2 - Bureau
1 - Seattle
VPC:eon
(3)

*1 cc Bern
Lyd-7
3/30/70
Ra*

5-Ra

REC-28

b3
b7E

4-1
9 MAR 30 1970



57 APR 10 1970

205

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

F B I

Date: 3/24/70

Transmit the following in _____
(Type in plaintext or code)Via A I R T E L _____
(Priority)

Mr. Tolson	_____
Mr. DeLoach	_____
Mr. Wick	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Casper	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. Felt	_____
Mr. Gale	_____
Mr. Rosen	_____
Mr. Sullivan	_____
Mr. Tavel	_____
Mr. Trotter	_____
Tele. Room	_____
Miss Gandy	_____

TO: DIRECTOR, FBI

FROM: SAC, OMAHA [REDACTED] (RUC)

SUBJECT: CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC

b3
b7E

OO: BUREAU

Re Bureau routing slip to Omaha 3/19/70.

A review of names of individuals, having had direct contact with shipments in this case, through Omaha indices has revealed no pertinent information, and no data re any pro-Arab sympathies.

In view of the above information this matter is being considered RUC'D at Omaha.

② - Bureau
1 - Omaha
DEK:asm
(3)

b6
b7Cb3
b7E

10 MAR 31 1970

Approved

874
59 APR 13 1970

Special Agent in Charge

Sent _____ M Per _____

F B I

Date: 4/17/70

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL

(Priority)

TO: DIRECTOR, FBI

FROM: SAC, NEW YORK

SUBJECT: CRASH OF SWISSAIR FLIGHT SR330
ZURICH TO TEL AVIV
2/21/70
WUERENLINGEN, SWITZERLAND
FPC

(RUC)

b3
b7Eb6
b7C

ReSLairtel to Director, 3/30/70, Bureau r/s to
NY, 3/19/70, and NY airtel to Bureau, 3/13/70 with LHM
attached.

Enclosed for the Bureau are six copies of an LHM
suitable for dissemination.

The investigation set out in attached LHM was
conducted at JFK International Airport, NY, by SA

Indices checks in NY for all persons mentioned
in attached LHM and NY LHM submitted by airtel dated 3/13/70
were negative regarding sympathies with Palestinian Liberation
movements or pro-Arab sympathies.

Enclosed for Kansas City are:

1. Copy of referenced St. Louis airtel to
Director with attached LHM

- 3 - Bureau (Encls. 6)
(1 - Liaison Section)
2 - Kansas City (encl 3)
1 - New York

TFD:mmz
(7)

REC-79

ENCLOSURE

APR 18 1970

LIAISON

57 APR 24 1970

Approved: _____

Special Agent in Charge

Sent _____

M

Per _____

b3
b7E



2. Xerox copy of referenced Bureau routing slip.
3. Copy of NY LHM, with captioned title, dated 4/14/70.

For the information of KC, captioned crash caused by internal bomb explosion. At request of Swiss authorities, detailed investigation being accomplished concerning all packages which originated in the US and were on aircraft at time of crash. The exact nature of each package and its packing have been determined and every person who had access of any kind to each package at any stage of its transportation has been interviewed regarding his knowledge of any irregularity in the package, or any substitution of contents, which could have caused the explosion and ultimate crash.

LEAD

KANSAS CITY

AT TWA PURSER TRAINING FACILITY, KANSAS CITY, MISSOURI.
Locate and interview [redacted] who had been on the cargo handling crew which opened the cargo containers which had been unloaded from TWA flight 652 (airbill 085-5338391).

b6
b7C



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

New York, New York

April 17, 1970

In Reply, Please Refer to
File No.

Crash of Swissair Flight,
SR 330, Zurich to Tel Aviv,
February 21, 1970
Wuerenlingen, Switzerland

At John F. Kennedy International Airport, New York, New York

Cargo Manager [redacted] Trans World Airlines (TWA), advised that one carton of medical and surgical instruments, weighing 12 pounds, traveling on airbill 085-5338391 arrived on Flight 652 on February 20, 1970. The package in question was in container Q23 as part of a consolidation. Two crews of four men each off-loaded the containers from this all-freight aircraft. Since these men would have no direct contact with the carton, they were not contacted.

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b7C

From available records [redacted] advised that the following were the employees who opened and removed freight from the containers and placed the freight into appropriate delivery and/or transfer locations in the warehouse. These employees were interviewed on April 10 and 11, 1970, with the exception of [redacted] who is now in purser training, assigned to Kansas City, Missouri. Those interviewed denied any tampering, knowledge or recollection of the shipment. No other person was observed near the freight during their work with the freight.

b6
b7C

Name

Address

Date of Birth

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b6
b7C

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b3
b7E

Crash of Swissair Flight

Name

Address

Date of Birth

--	--	--

b6
b7C

Cargo transfer manifest 789462, dated February 20, 1970, maintained in the files of TWA, reflects the transfer of two items of cargo from TWA to Swissair at 11:12 a.m. by [redacted] One of the two was the instant carton on airbill 085StL5338391.

b6
b7C

On April 11, 1970, [redacted] advised that he has no recollection of this transfer or the freight. He has had no one tamper with any freight during transfers. He did not tamper with the carton.

Crash of Swissair Flight

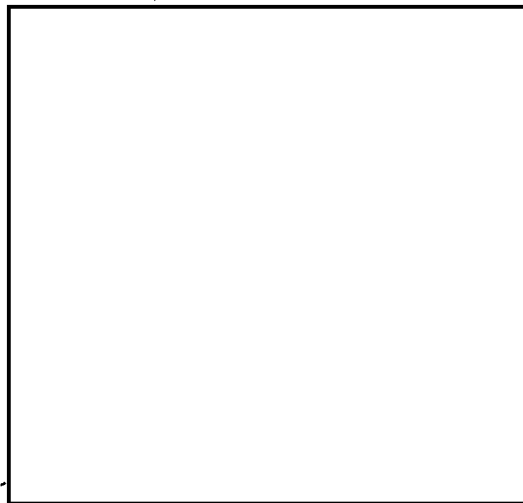
[redacted] was born [redacted] and resides at [redacted]

b6
b7C

Records of Swissair produced by Supervisor [redacted] reflect that [redacted] born [redacted] received the instant shipment. [redacted]

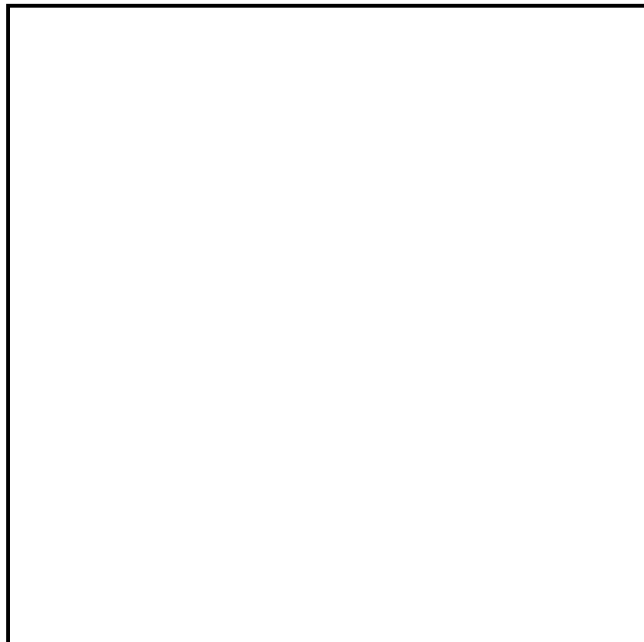
[redacted] born [redacted] loaded the carton into a cargo cart for cartage to the aircraft for Flight 2153 of February 20, 1970. This was an extra flight due to increased holiday passenger traffic. Both [redacted] and [redacted] deny tampering with the shipment, recalling it or seeing anyone tamper with freight.

At the aircraft, the following employees of Allied Aviation Services International loaded freight. This company performs ramp services on a contractual basis for Swissair:



b6
b7C

Crash of Swissair Flight



b6
b7C

They advise that they have no recollection of loading the instant shipment. They did not tamper with the freight nor did any other person, to their individual knowledge.

 Supervisor, Allied Aviation Services International, advised that the log of activities for February 20, 1970 reflects that there was no unusual occurrences noted regarding the preparation and dispatch of Swissair Flight 2153.

b6
b7C

Crash of Swissair Flight

[redacted] Allied Aviation Services: [redacted]
Cargo Manager of TWA and [redacted] all advised that
their employees who were in physical contact with the
instant shipment are considered good employees and trustworthy.

b6
b7c

Detective [redacted] Port of New York Authority
Police Department, John F. Kennedy International Airport,
checked records of his Department and advised that they have
no identifiable, derogatory information concerning the
airport employees named herein.

F B I

Date: 4/23/70

Transmit the following in _____
(Type in plaintext or code)b6
b7CVia AIRTEL AIR MAIL
(Priority)

TO: DIRECTOR, FBI [redacted]
 FROM: SAC, KANSAS CITY [redacted] RUC
 RE: CRASH OF SWISSAIR FLIGHT SR330
 ZURICH TO TEL AVIV
 2/21/70
 WUERENLINGEN, SWITZERLAND
 FPC

b3
b7E

Re New York airtel to the Bureau, 4/17/70

On 4/22/70, [redacted] Supervisor, On Line Training, TWA Breech Training Academy, Overland Park, Ks., advised that [redacted] completed training on 4/16/70 and departed the Kansas City, Mo. area for [redacted]. [redacted] stated [redacted] home address is [redacted]. He further advised he could be contacted through his supervisor, [redacted] Room 213, Hangar 12, John F. Kennedy International Airport, N.Y.

b6
b7C

Kansas City indices negative re [redacted]

LEAD:

NEW YORK:

b3
b7E

At John F. Kennedy International Airport, N.Y.:

Locate and interview [redacted] Room 213, Hangar 12, who was on the cargo handling crew which opened the cargo containers that were unloaded from TWA Flight 652 (airbill 085-5338391).

b6
b7C

2-Bureau
 2-New York [redacted]
 1-Kansas City

FVK:aa

MAY 4 1970

10 APR 24 1970

b3
b7E

Approved: [redacted]
 33 Special Agent in Charge

Sent _____ M Per _____

F B I

Date: 5/4/70

Transmit the following in _____
(Type in plaintext or code)b6
b7C

Via AIRTEL _____

(Priority)

TO: DIRECTOR, FBI

FROM: SAC, NEW YORK

(RUC)

b3
b7ESUBJECT: CRASH OF SWISSAIR FLIGHT SR330
ZURICH TO TEL AVIV
2/21/70
WUERENLINGEN, SWITZERLAND
FPC

ReKCairtel to Director, 4/23/70.

Enclosed for Bureau are six copies of LHM suitable
for dissemination by Legat Bern.Investigation at JFK International Airport
conducted by SA [REDACTED]b6
b7C

6 ENCLOSURE

3 - Bureau
(1 - Liaison Section)
1 - New YorkTFD:mmz
(5)

REC-23

MAY 5 1970

b3
b7Eb6
b7CApproved: _____
Special Agent in Charge

Sent _____ M Per _____



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

New York, New York

May 4, 1970

*In Reply, Please Refer to
File No.*

Crash of Swissair Flight SR330
Zurich to Tel Aviv
February 21, 1970
Wuerenlingen, Switzerland

On April 30, 1970, [REDACTED] Trans World Airlines, John F. Kennedy International Airport, hangar 12, a former rampservice man, advised that he had no recollection of unloading freight from containers on any specific day in February, 1970, since such work was a daily occurrence, and he therefore cannot recall the twelve pound carton of medical supplies. With the exception of fellow employees, there was no one who had occasion to handle such freight and he could recall no occasion when anything unusual occurred during such an unloading operation.

b6
b7c

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b7E

UNITED STATES GOVERNMENT

Memorandum

TO : Director, FBI [REDACTED]
ATTENTION: FBI Laboratory

b3
b7E

DATE: 5/11/70

FROM : Legat, Bern [REDACTED] (P)

SUBJECT: CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV, 2/21/70,
WUERENLINGEN, SWITZERLAND
FPC

Re Kansas City airtel 4/23/70.

Transmitted separately by pouch are one expended smoke grenade and one grenade container, the latter marked "GRENADE HAND, M18 SMOKE YELLOW, LOT IMI 8-1966."

These items were found in the area of the air crash at Wuerenlingen, and the Swiss consider it possible that they were connected with the crash.

[REDACTED] has requested aid in identifying the grenade and container. He first made inquiry of the Defense Attache Office at the Embassy, but their attempts to identify these items from a description sent to U. S. Army sources in Europe and to the Edgewood Arsenal in Maryland were negative. The Swiss have therefore asked if it might not be possible to have the grenade and container examined by the FBI Laboratory in an effort to develop markings from the grenade itself or any other data which might lead to an identification.

The Bulab is therefore requested to examine these items in an attempt to identify them and if possible to ascertain where these particular items came from.

[REDACTED] indicated that he had made only a visual examination of the items.

- 4 - Bureau
(1 - Liaison)
(1 - with package)
1 - Bern
HDG:rn
(5)

REC 4
AIG 11211 100

b3
b7E

b6
b7C
b7D

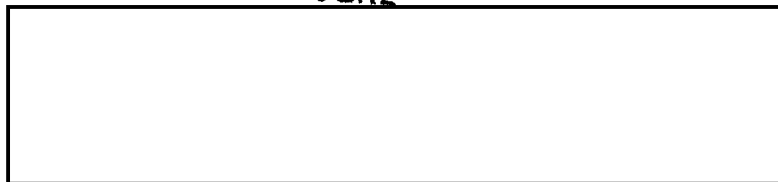
b6
b7C
b7D

PC-C 6570LV

X-RAY diff. Chart

F423

ENCLOSURE



b3
b7E

(19-67)

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

DATE: 6/5/70

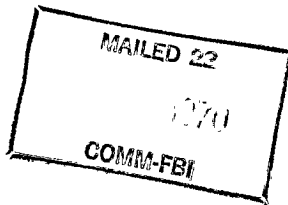
TO: Legat, Bern

Re: CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70,
WUERENLINGEN, SWITZERLAND;
FPC

Invoice of Contents

Q1 - Q2

By pouch



- ☐ Crypt.-Trans.
- ☒ Document
- ☒ P & C
- ☐ Radio Engineering
- ☐ LFPS

Special Instructions:

Mail Room: Show shipment date and registry number.
Shipping Room: Show shipment date; bill of lading number;
initial invoice; return to Section checked in block; after
initialing in block, invoice to be placed in administrative file.

FBI File No.

6/5/70

PC-C6570 LD LU

59 JUN 11 1970

b3
b7E

UNITED STATES GOVERNMENT

Memorandum

TO : Director, FBI [REDACTED]

FROM : *WSS/m* Legat, Bern [REDACTED] (RUC)

DATE: 6/23/70
b3
b7E

SUBJECT: CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC

ReBulet 6/5/70, BERcab 2/24/70 and New Haven letter 3/13/70.

Two envelopes containing two copies each of X-ray prints of the teeth of the late Dr. and Mrs. EDWIN R. WEINERMAN are returned enclosed to New Haven for return to [REDACTED]

Since according to re New Haven letter, [REDACTED] do not desire the return of the X-rays of the rib cage and teeth of MERTON MYERSON, these will be destroyed by this office UACB.

Although reBERcab informed that the remains in this crash were in a condition making identification impossible, the above items were offered to [REDACTED] for identification purposes.

By letter dated 6/8/70 the [REDACTED] confirmed that the remains were impossible to identify and thanked the Bureau most cordially for the work done in the United States for the Swiss in this case.

- To New Haven - 1cc & 2 envelopes with X-ray copies of teeth of Dr & Mrs. Weinerman by 6-7 6/30/70 KHA*
- (4) - Bureau (2 encls)
(1 - New Haven)
(1 - Liaison)
1 - Bern
HDG:rn
(5)

REC-39

b3
b7E



F B I

Date: 8/5/70

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____
(Priority)

TO DIRECTOR, FBI [redacted]

b3
b7E

FROM LEGAT, BERN [redacted]

CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC

ReBERlet 6/23/70.

Enclosed are two copies of a self-explanatory
letter from [redacted] dated
7/21/70.

b7D

Lead

THE NEW YORK OFFICE
At New York City

Will conduct investigation at 84-54 Abingdon
Road, Kew Gardens, New York, 11415, and elsewhere as
necessary to ascertain information requested [redacted] Note
that [redacted] has indicated that expedite handling would be
appreciated.

b7D

- ④ - Bureau (2 encls)
 (1 - NYC)
 (1 - Liaison)
1 - Bern
HDG:rn
(5)

ENCLOSURE

EX 106

REC-53

5 AUG 10 1970

b3
b7E

58 AUG 1 1970

b6
b7C

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

F B I

Date: 8/10/70

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Priority)TO DIRECTOR, FBI [REDACTED]
FROM LEGAT, BERN [REDACTED] (P)b3
b7ECRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC

ReBERcab 3/2/70 and BERairtel 8/5/70.

Information furnished by [REDACTED]

[REDACTED] through [REDACTED]

[REDACTED] have been made the subject of an LHM, 3 copies of which are enclosed.

b7D

LEADSTHE BOSTON OFFICE
At Cambridge, MassachusettsWill determine the following at Analog Devices,
221 Fifth Street:1 - Exact identity of individual or firm
sending shipment; whether done for a third party, and if so,
third party's identity.2 - Exact, detailed description of shipment,
including whether personal or commercial; weight; whether
explosive or flammable, and if so, flashpoint; type of packing.

- (5) - Bureau (3 encls)
 (1 - Boston) (1 encl)
 (1 - Newark) (1 encl)
 (1 - SCU)

1 - Bern
HDG:rn
(6)

EX-112

REC-84

b3
b7E

AUG 17 1970

b6
b7C

50 AUG 21 1970

NAT. INT. SEC.

Approved: _____ Sent _____ M Per _____

Special Agent in Charge

[REDACTED]
HDG:rn

b3
b7E

3 - Exact and complete route of shipment with names of carriers, from time of packing to delivery on board plane, with identities of all persons handling or with access to shipment, and whether shipment was stored en route, when contents might have been changed.

4 - Copies of all records concerning this shipment from origin to loading on plane.

5 - Question all persons having anything to do with shipment concerning knowledge of contents and possibility of contents having caused the plane crash. Special attention should be paid to Arabs or other suspicious persons in the investigation.

At Warwick, Rhode Island

Will determine same at Leeson Corp., 333 Strawberry Field Rd.

THE NEWARK OFFICE
At Newark, N. J.

Will determine the same at Engelhard Industries, 113 Astor Street.

One copy each of BERcab 2/24/70 is enclosed for Boston and Newark to provide background in this case.



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

WASHINGTON, D.C. 20535

In Reply, Please Refer to
File No.

August 10, 1970

CRASH OF SWISSAIR FLIGHT SR 330,
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND

[redacted] have informed as follows:

The following shipments have been determined to have been on board the Swissair plane HB-ICD, Flight 330 from Zurich to Tel Aviv, Israel, which crashed at Wuerenlingen, Switzerland, on 2/21/70:

1 - Two packages totaling 28,500 kilograms; contents catalogs.

Addressor: Analog Devices, 221 Fifth St., Cambridge, Mass.

Addressee: S.T.G. International, Ltd., 52 Nachlat Benjamin St., Tel Aviv, Israel.

2 - One package of .5 kilos; contents machine parts.

Addressor: Leeson Corp., 333 Strawberry Field Road, Warwick, R. I.

Addressee: Houla Textiles Ltd., Kuriat Shermona, Israel.

3 - One package of 1,800 kilos, contents chemical solution.

Addressor: Engelhard Industries, 113 Astor Street, Newark, N. J.

Addressee: [redacted]
Technion Israel Institute of Technology, Haifa, Israel.

UNITED STATES GOVERNMENT

Memorandum

b3
b7E

TO : DIRECTOR, FBI [REDACTED]

DATE: 8/31/70

FROM : *RWB*
Go SAC, NEWARK [REDACTED] (RUC)

pt SUBJECT: CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV, 2/21/70
WUERENLINGEN, SWITZERLAND
FPC
(OO: BUREAU)

Re Bureau letter to Boston, dated 8/18/70.
Bureau airtel to Legat, Bern, dated 8/10/70.

Enclosed for the Bureau are the original and five copies of an LHM, captioned as above, for appropriate dissemination to Swiss officials. Also enclosed are copies of shipping invoice, restricted articles certificate, receipt from Air Express International and copy of Air Express International airbill.

The investigation in this matter was handled by SA [REDACTED] at Newark, NJ.

b6
b7C

EXP. PROC.

*to Bern
per 3cc LHM & 4 enc
70-7
9/4/70
RA*

EX-110

②-Bureau (Enc. 10)
1-Newark
WBG/mlc
(3)

REG-36

[REDACTED]

b3
b7E

b6
b7C

p
10-ENCLOSURE

9 SEP 2 1970

NAT. INT. SEC.



57 SEP 1 1970 Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

Newark, New Jersey

In Reply, Please Refer to
File No.

August 31, 1970

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

[redacted] Export Manager, Export Division, Englehard Industries (EI), Division of Englehard Minerals and Chemical Corporation, 113 Astor Street, Newark, New Jersey, advised that on February 18, 1970, a shipment was prepared at the Research and Development Department of EI to be sent by air to Israel. [redacted] explained that this shipment, which consisted of several chemicals, was directed to [redacted] of Technion, Israel Institute of Technology (IIT) in Haifa, Israel. According to [redacted] the IIT is being underwritten by EI to conduct certain experiments.

[redacted] described this shipment as consisting of the following materials:

1. 390 grams of Ruthenium Nitrate Solution
(in plastic bottle, containing 30.9 grams of Ruthenium)
2. 390 grams of Rhodium Nitrate Solution
(in plastic bottle, containing 30.9 grams of Rhodium)
3. 1.005 Tr. ounces of Palladium Nitrate Salt
(in a glass bottle, containing 0.372 Tr. ounces of Palladium)

The value of this shipment was placed at \$285.00.

ENCLOSURE

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b7E

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

[] stated that the gross weight of this package, which had dimensions of 7 $\frac{1}{2}$ inches X 10 $\frac{1}{2}$ inches X 7 $\frac{3}{8}$ inches, was 3.8 pounds (1.724 kilos) and had a net weight of 1.8 pounds (0.811 kilos).

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b7C

According to [] this shipment was picked up at Research and Development, 497 Delancey Street, Newark, New Jersey, on February 18, 1970, by Air Express International (AEI), and was returned to AEI's office at 303 South Street, Newark, New Jersey. From there, [] said, he understands this shipment was shuttled to John F. Kennedy Airport, New York City, where it was consolidated with other shipments and flown to Amsterdam, Holland.

[] made available copies of the following records concerning this shipment:

1. Shipping Invoice
2. Restricted Articles Certificate
3. A signed receipt from AEI
4. AEI Airbill with number 1070300

[] in charge of Research and Development Department, EI, 497 Delancey Street, Newark, New Jersey, advised that he was personally familiar with the package that was sent by Englehard in care of AEI with ultimate destination Haifa, Israel. He said three chemicals, two liquids and one crystal, were being sent to []

b6
b7C

[] in Israel for experimental purposes. According to [] the two liquids, which consisted of Ruthenium Nitrate Solution and Rhodium Nitrate Solution, were in liquid form and were shipped in plastic containers. He said the Palladium Nitrate Salt consisted of crystals and was shipped in a glass container. All of these solutions, according to [] were made in the Research and Development Laboratory at 497 Delancey Street.

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

[] explained that these chemicals were not explosive or flammable. Although he indicated they were slightly acid, he said no damage would have resulted if the containers had been broken and the contents spilled. He said the chemicals have no flash point.

b6
b7C

[] said in his opinion it would have been impossible for anyone in Research and Development at EI in Newark to have substituted other substances in these containers.

[] Assistant Administrator, Research and Development Department, EI, advised that the packing of this shipment was under his direct supervision. He repeated that the first two liquids were placed in plastic containers and the third in a glass container. []

b6
b7C

[] said the two liquids were wrapped in Chem-pak and the glass container was encased in air bubble material. They were then placed in a cardboard carton, which was wrapped with brown gum tape. Afterwards, the package was taped securely with a strong white tape and the red seal of EI was placed at each intersection of the white tape.

[] advised all papers and records concerning this shipment would have been prepared by the Export Department of EI, but the package itself was prepared and packed at Research and Development, 497 Delancey Street, Newark, New Jersey, from where it was picked up on February 18, 1970, by AEI.

b6
b7C

[] Operations Manager, AEI, 303 South Street, Newark, New Jersey, advised that on February 18, 1970, one of his trucks picked up a shipment from EI (Research and Development Department) at 497 Delancey Street in Newark. [] said this shipment was taken

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGEN, SWITZERLAND

by truck from 497 Delancey Street to the Newark office of Air Express, 303 South Street, where a airway bill was cut and a number was given to the shipment. He said the particular number given to the shipment was 1070300.

[redacted] stated this shipment was taken by truck from 303 South Street to their office at John F. Kennedy Airport, New York City, during the late afternoon or night of February 18, 1970. He said that when it arrived at AEI's office at Kennedy Airport, it was placed with other shipments for consolidation purposes. He said after this shipment was consolidated with others, it was flown to Amsterdam, Holland, via Finnair on February 19, 1970. He stated this flight would have arrived in Amsterdam at 8:30 am on February 20, 1970.

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b7C

[redacted] said there is no way of identifying the person or persons who handled this shipment. He said possibly ten or more individuals actually handled it from the time it was picked up at EI until the time it was loaded on the plane at John F. Kennedy Airport. He said in his opinion, however, it is very unlikely that this package was tampered with. In this connection he pointed to the expeditious handling of this shipment, which was picked up on February 18, 1970, and arrived in Amsterdam, Holland, on February 20, 1970.

UNITED STATES GOVERNMENT

Memorandum

TO : DIRECTOR, FBI

b3
b7E

DATE: 8/31/70

FROM : SAC, BOSTON

(RUC)

SUBJECT: CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV
2/21/70
WUERENLINGE, SWITZERLAND
FOREIGN POLICE COOPERATION

Re Bureau letter to Boston dated 8/18/70.

Enclosed for the Bureau are six copies of an LHM reflecting investigation conducted at Boston, Massachusetts, and Warwick, Rhode Island, which is suitable for dissemination.

Investigation conducted at Warwick, Rhode Island, by SA [redacted]

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b7C

Investigation conducted at Boston, Massachusetts, by SA [redacted]

For the information of the Bureau, referenced communication contained information to the effect that under Item 1, referring to two packages sent from Analog Devices, the weight was indicated as 28,500 kilograms. It is felt that that weight is in error due to the fact that the packages weighed 85 pounds and not approximately 31.3 tons.

It is also noted that the contents are not catalogs but catalogs.

20 Bern - 100K zone
by 8-7
9/4/70
ka

2-Bureau (Encs. 6)
1-Boston
JKR:rem
(3)

REC-79

EX 106

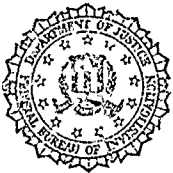
6 SEP 8 1970

NAT. INT. SEC.

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UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

Boston, Massachusetts

August 31, 1970

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENJINGE, SWITZERLAND

The following information pertains to the shipment from Analog Devices, 221 Fifth Street, Cambridge, Massachusetts, to S. T. G. International, Ltd., 52 Nachlat Benjamin Street, Tel Aviv, Isreal:

On August 24 and 25, 1970, [redacted] Manager of the Export Sales Administration for Analog Devices, Inc., advised that his firm shipped two cartons totalling 85 pounds to their sales representative in Tel Aviv, Isreal, which contained printed material and sales catalogs all consisting of paper-type products. This material was checked at their warehouse adjacent to the sales office on February 18, 1970, and was picked up for delivery by a transportation firm, Airport Express, Inc. These cartons were packed by [redacted] a long-time employee of the company and the only shipping clerk employed at their firm.

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b7C

[redacted] advised on August 24, 1970, that she cannot recall packing the two cartons referred to above but stated she would have been the employee who would have packed the material, and it would have been picked up by their only transfer company, the Airport Express truck, late in the afternoon of that day, which is the regularly scheduled time.

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[redacted] President of Airport Express, Inc., 325 East Eagle Street, East Boston, Massachusetts, advised that he and his brother [redacted] operated the Airport Express Company. He stated that on February 18, 1970, the records reflected that at approximately 4 p. m. they made a routine stop at Analog Devices, Cambridge, Massachusetts, at which time they picked up two cartons weighing 85 pounds, which

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ENCLOSURE

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CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGE, SWITZERLAND

were to be delivered to Air Express International at Logan International Airport, East Boston, Massachusetts. [redacted] stated that packages on their truck would not be removed or placed in storage during this delivery and would be directly taken to Air Express International.

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Attached to this investigation is a copy of Air Express International airbill number 1007267 which is pertinent to the above deliveries. Also attached is a copy of Airport Express shipping receipt number 6208 dated February 18, 1970, concerning the above shipment.

The Analog Devices cartons were received at Air Express International at 7:10 p.m. on February 18, 1970, and signed by [redacted]

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Investigation conducted at Air Express International will be set forth below.

The following reflects investigation conducted with respect to a shipment from Leeson Corporation, 333 Strawberry Field Road, Warwick, Rhode Island, to Houla Textiles, Ltd., Kiryat Shermona, Israel:

[redacted] International Documentation Specialist, Leeson Corporation, 333 Strawberry Field Road, Warwick, Rhode Island, advised that package destined to Houla Textiles, Ltd., Kiryat Shermona, Israel, was shipped via Air Express International, Logan International Airport, East Boston, Massachusetts. The package, measuring 7 inches by 5 inches by 3 inches, weighed 7 ounces (.198 kilos) and was sent from Warwick, Rhode Island, via Dave's Motor Transportation to Logan International Airport, air freight, prepaid, under invoice number 55621, bill of lading number V72553, on February 10, 1970.

b6
b7C

[redacted] made available appropriate documents from his files relating to a shipment sent to Houla Textiles, Ltd., Kiryat Shermona, Israel, which had been lost in an air freight shipment due to a crash. The shipment consisted of six small springs and four small levers, all metal, packed in a cardboard box in plastic bags with styrofoam packing.

b6
b7C

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGE, SWITZERLAND

It is not possible to determine which of employees packed the items or carried the package to the Shipping Room. There the package is placed among other air freight shipments which are picked up daily by a freight consolidation and forwarding concern, Dave's Motor Transportation, and hauled to Logan International Airport, East Boston, Massachusetts.

The package weighed .198 kilos, and measured 7 inches by 5 inches by 3 inches. It was shipped February 10, 1970, from Warwick, Rhode Island.

On August 26, 1970, [redacted] Terminal Manager for Dave's Motor Transportation, Inc., Logan International Airport, East Boston, Massachusetts, advised that the records reflect that on February 10, 1970, his firm picked up at Leeson Corporation, Warwick, Rhode Island, twenty cartons of machine parts which contained the above-described package. These packages would have been picked up in the late afternoon on February 10, 1970, and were delivered to Air Express International at Logan International Airport at 10:08 p. m. on February 10, 1970, and were received by [redacted] stated that the shipment would have remained on his truck from the time it was picked up at Leeson Corporation until delivery at Air Express International.

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b7c

Attached are copies of Dave's Motor Transportation waybills numbers 110437 and 110436 which reflect that package was one of twenty in the delivery on February 10, 1970. Also attached is a copy of descriptive billing by the Leeson Corporation. Also attached is a copy of Air Express International airbill number 1007157 and shipping instruction form pertaining to above-described shipment.

On August 26, 1970, [redacted] District Manager for Air Express International, Logan International Airport, East Boston, Massachusetts, provided the following information:

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b7c

[redacted] stated that the package from Leeson Corporation, Warwick, Rhode Island, was received at their shipping warehouse at 10:08 p. m. on February 10, 1970, and remained in their locked shipping warehouse until February 19, 1970. [redacted] stated that the parcel was signed for

CRASH OF SWISSAIR FLIGHT SR 330
ZURICH TO TEL AVIV
FEBRUARY 21, 1970
WUERENLINGE, SWITZERLAND

by [] Shipping Clerk, a long-time, trusted employee of their firm who would have then placed the parcel in the appropriate spot in their warehouse for shipment.

[] stated that the two cartons from Analog Devices were received in the evening of February 18, 1970, at 7:10 p. m. and signed by Shipping Clerk [] and remained in their shipping area until placed on a flight to New York City, New York.

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b7c

[] stated that both of the above described shipments moved from Boston, Massachusetts, to John F. Kennedy International Airport, New York City, New York, on Eastern Flight 9021 which departed Logan International Airport at 2:20 a. m. and arrived at John F. Kennedy International Airport at 3:20 a. m., the morning hours of February 19, 1970.

The records reflect that both shipments were then flown from New York to Amsterdam, Holland, by way of Finnish Airlines Flight 104, which departed New York City, New York at 8:25 p. m. on February 19, 1970, and arrived at Amsterdam at 8:35 a. m. on February 20, 1970. From Amsterdam, Holland, to Zurich, Switzerland, the shipment would have been placed on either Flight 791 or 793 of the Swissair Company, at which time it must have been placed on Zurich to Tel Aviv Flight SR 330.

[] advised that the packages that were placed on the Eastern Flight 9021 would have been taken to the aircraft and placed on board by personnel of his firm. He advised it would be impossible to determine who handled and transported the packages while stored in their warehouse and subsequently placed upon the Eastern flight.

b6
b7c

Attached are communications reflecting that the two above-described shipments were placed on the Eastern Airlines from Boston, Massachusetts, as well as the verification of loss pertaining to the Leeson shipment.

Both of the above shipments were of a commercial nature.

F B I

Date: 8/20/70

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL

(Priority)

TO: DIRECTOR, FBI [redacted]
(Attention: Liaison Section)b3
b7E

FROM: SAC, NEW YORK [redacted] (RUC)

SUBJECT: CRASH OF SWISSAIR FLIGHT SR330
ZURICH TO TEL AVIV
2/21/70
FPC
BUDED 8/21/70
(OO: BU)

ReBulet to NY, 8/11/70.

Enclosed for the Bureau are six copies of an LHM
suitable for dissemination by Legat, Bern.Investigation in this matter conducted by SA
[redacted]b6
b7C

REC-79

EX-110

b3
b7E

ENCLOSURE

17 AUG 21 1970

- ③ - Bureau
(1 - Liaison Section)
1 - New York

TFD:mmz
(5)b6
b7CApproved: [Signature]
Special Agent in Charge

Sent _____ M Per _____



In Reply, Please Refer to
File No.

UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION
New York, New York
August 20, 1970

Crash of Swissair Flight SR330
Zurich to Tel Aviv
February 21, 1970

Ruth Golan

On August 19, 1970 and August 20, 1970, Mr. Haim Golan, husband of Ruth Golan, residing at 84-54 Abingdon Road, Kew Gardens, New York, 11415, provided the following information:

Personal Data

Name	Ruth Golan nee Ruschin
Date of Birth	February 14, 1914
Place of Birth	Berlin, Germany
Height	5 feet 3 inches
Weight	165 pounds
Build	Medium - Athletic
Hair	Brown - medium length
Eyes	Brown
	No scars or marks
Characteristics	Wore reading glasses, A diamond ring containing a 2.10 carat diamond in a platinum setting, An Omega white gold watch
Dental	Had her natural teeth with one or two possibly restorations No dentures

Effects

Her black Persian lamb coat, light or off white raincoat, six to eight dresses - descriptions unknown, one ladies gold watch with a gold band, made by Tissot, one gold ladies brooch, one 18 carat gold ladies bracelet, one 18 carat gold ladies necklace, one ladies two strand pearl necklace with clasp.



ENCLOSURE

b3
b7E

Crash of Swissair Flight SR 330
Zurich to Tel Aviv
February 21, 1970

She had the following money:

\$70 in United States cash

100 Swiss francs

200 Israeli pounds

\$240 American Express Company Travelers Checks

She had in her possession her air ticket, Zurich to Tel Aviv to Zurich to New York.

Identity Papers

New York State drivers license - number unknown

Israeli passport - number unknown

United States Immigration and Naturalization
Service Alien Registration Card - number unknown

Baggage

One fold over type suitcase of clothing - color and description unknown

One black leather suitcase - size unknown

The specific contents of each piece of luggage was unknown.

Relatives

Husband

Haim Golan
84-54 Abington Road
Kew Gardens, New York 11415
Home telephone - 849-9069
Business telephone - PL2-6120

Crash of Swissair Flight SR 330
Zurich to Tel Aviv
February 21, 1970

Son

Daughter-in-law

Sister



Margot Winter
Street address unknown
Forest Hills, New York

b6
b7C